

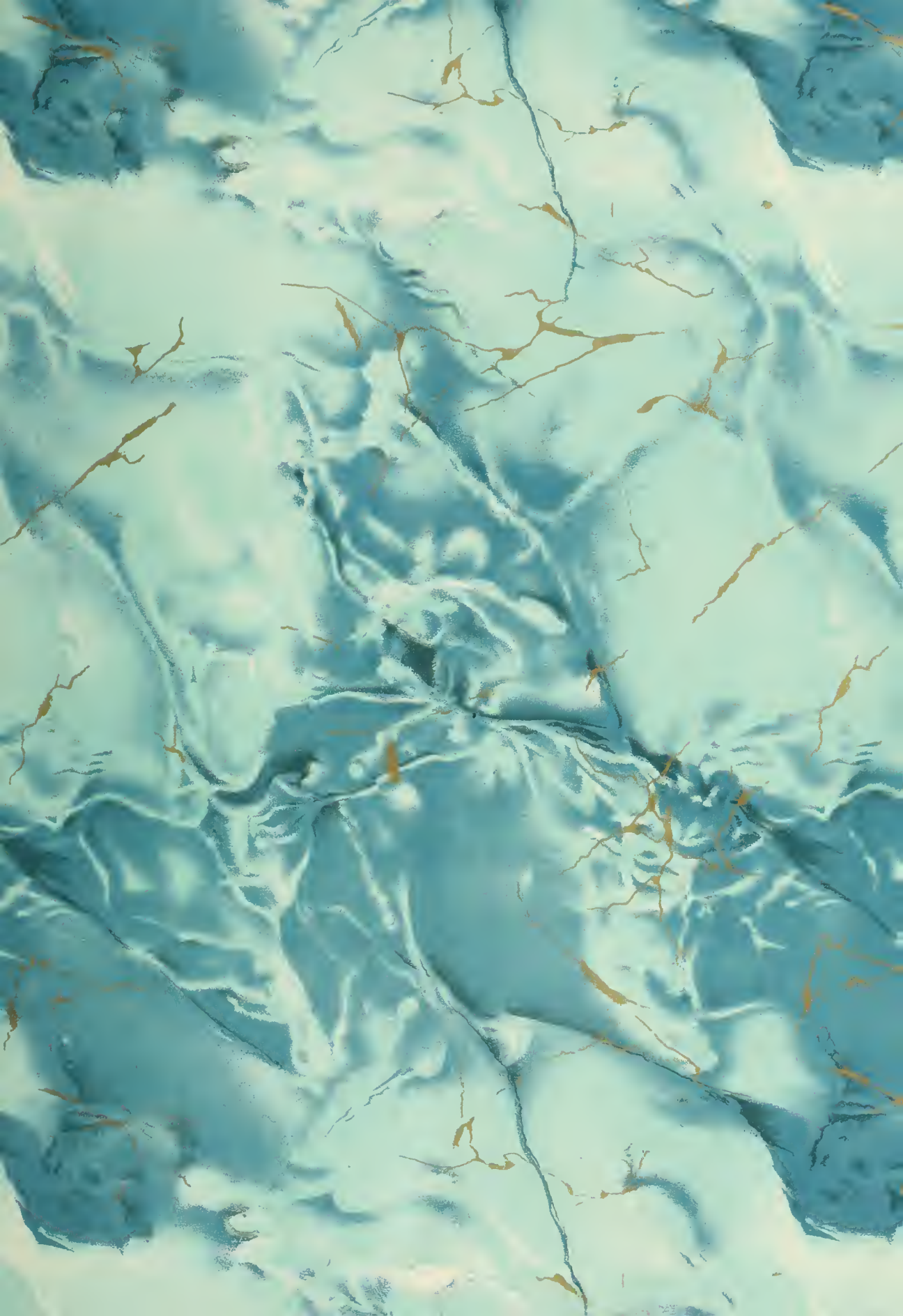


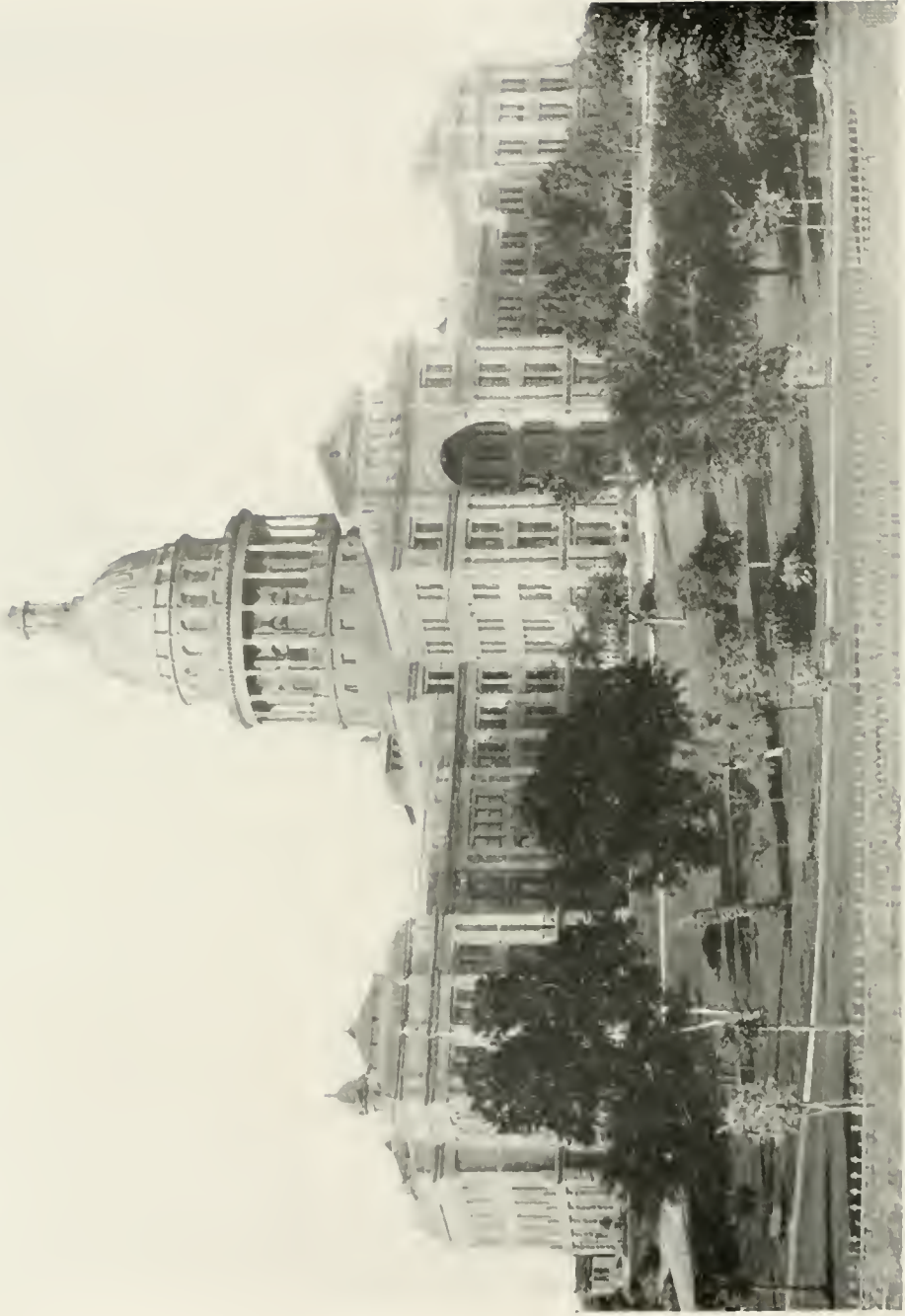
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CAPITOL AT AUSTIN

HISTORY OF TEXAS

FORT WORTH

AND THE

TEXAS NORTHWEST EDITION

EDITED BY
CAPT. B. B. PADDOCK

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Fort Worth and The Texas Northwest

CHAPTER XXXIV

AFTER WAR AND RECONSTRUCTION

The injurious influence of radical rule did not end with the termination of the Davis administration, nor was it limited to the laws that were placed by them on the statute books. It had prepared the ways for a reaction which placed in the ascendancy the most conservative element of the Democratic party at a time when moderation and prudence should have prevailed. The latter went to extremes in its efforts to re-establish its ascendancy and by attempting to return to the elementary government, the small public expenditures and the *laissez faire* policy that prevailed before the war.

In his inaugural address Governor Coke said:

"Today for the first time since she emerged from the ruin and disaster of the great Civil war, Texas sees the inauguration in her Capital of a government chosen by the free and untrammelled suffrage of her people, having their confidence and looking to them for support and accountability. Let the heart of the patriot throb with joy, for the old landmarks of constitutional representative government, so long lost, are this day restored, and the ancient liberties of the people of Texas reestablished. The virtue and intelligence of the country, no longer ostracised, now wield their legitimate influence and the government of Texas henceforth is to be administered in the interest and for the benefit of the people, and to reflect their will."

These words were spoken while the authority of the governor was still contested by his predecessor. Before this program could be carried out, it was necessary for the democrats to obtain control of the government in all its departments. The legislature was already in their hands. The various radical state officers, like the governor, maintained their positions as long as possible, and when ousted left everything in the utmost confusion, requiring much time and labor on the part of their successors to obtain a correct knowledge of affairs. The local and municipal officers throughout the state, acting in sympathy with and taking courage from the boldness of the leaders at the Capitol, refused for a time to deliver over to their lawfully elected successors the offices in their possession. Thus a universal conflict of jurisdiction and authority, extending through all the departments of the government, embracing in its sweep all the territory and inhabitants of the state, and every question upon which legitimate government is called to act, was imminent and impending. (Message of Governor Coke, January 12, 1875.)

Reform in the judiciary was made possible in part by an amendment which had been adopted at the recent election, increasing the number of supreme court judges from three to five. Its effect was to bring to a close the terms of the judges, composing "the semi-colon court." An

entirely new branch was appointed, with O. M. Roberts as chief justice. The displacement of certain district judges was affected in a different manner.

"The members of the legislature had hardly got settled in their seats before an extraordinary movement was made which was perhaps never before exhibited in any legislative body of Texas. Resolution after resolution was offered day after day, for the purpose of removing district judges from office, by an 'address,' which remedy had been provided in the constitution. Very soon there were as many as seven such resolutions, and there were more afterwards. The judges sought to be removed were located in districts in different parts of the state. The complaints made against them were different against different judges. Some of them were for physical disability, others for legal incapacity, and some for malfeasance of various kinds amounting to arbitrary dereliction of duty, others for legal oppression, and others for the exercise of partiality on political grounds. * * * Some of them were removed and a few were not."

(Roberts, in *Comprehensive History of Texas*," 11, 211.)

NEW CONSTITUTION

The prospects of an early change of constitutions exercised a restraining influence on the legislatures of 1874 and 1875; they confined their attention mainly to matters that did not permit of delay. Besides making the reforms in the judiciary already described, acts were passed to improve the credit of the state, for suppressing lawlessness and for protecting the frontier. More attention to these acts will be given further on.

Efforts were made during the session of the Legislature in 1874 to call a constitutional convention, but wiser counsel prevailed and the call was postponed. The state was not in condition financially to add the expense of a convention, but the chief reasons were far weightier and were summarized as follows in a message of Governor Coke, March 16, 1874:

"Constitution-making is a work greatly different from what it formerly was in Texas. Our social and our labor systems and, in some degree, our political system have changed fundamentally. We hardly yet appreciate the extent and import of the changes ourselves. These changes are going on and will continue. New population, with new ideas, are filling the country; new industries are springing up. Enterprise and rapid movement is the order of the day. Associated capital in the hands of corporations, so imperatively necessary to our development on the one hand and so dangerous on the other, finds an extensive field for operation in Texas. We have 40,000 unenlightened black voters, natural followers, in their simplicity and ignorance, of the unscrupulous trickster and demagogue, in some portions of Texas largely outnumbering the whites, and have equal privileges with them at the ballot box and in the jury box. From these and other facts which might be stated, that exist among us now, with which our people are scarcely yet familiar, questions must present themselves to be dealt with by the framers of

our organic law which should be gravely and most maturely considered. The new constitution should be adapted to our changed social, political and industrial condition, and to the growing and changing condition of our society and the different elements and interests which constitute it. To make such a constitution, we should have a clear conception of Texas as she is, and as she will be. If the people of Texas will take time, and give mature deliberations to the problems of government, now for the first time confronting them, which must be solved in the formation of a new constitution, I have no fear of the wisdom of their conclusion. But I do confess to fears of the result of hasty and precipitate action."

It should be remembered, too, that when these words were spoken the Federal Government was still supporting through the presence of United States troops the carpet bag governments of Louisiana and Florida. A year later the governor reverted to the subject of a constitutional convention in the following words, taken from his general message:

"In its incongruous, repugnant and heterogeneous provisions, it (the constitution of 1869) faithfully reflected the extraordinary character of the assembly, and the disordered times which produced it. Necessity forced it on the people of Texas. * * * Prudence and policy prompted submission to it. * * * No reason exists now for longer submitting to it. The causes, which one year ago rendered it imprudent to call together a constitutional convention, have ceased to exist. * * * We no longer fear Federal interference; we are not hampered with financial embarrassment; the popular mind is free from passion or excitement, and views the great questions to be solved through no discolored medium; and last, but not least, for twelve months past the thinking men of the State have been studying and investigating the subjects to be dealt with in framing a constitution, and are now ready to act."

He suggested that the convention be composed of ninety delegates. This number was embodied in the joint resolution approved March 13, 1875, and the first Monday in August was fixed as the date for the election. The people were to vote for or against holding the convention and at the same time choose delegates. Some disliked the optional feature of holding the convention, fearing that the opposition might rally sufficient strength to defeat it. The vote for holding the convention numbered 69,583 to 30,549 against holding it. The convention assembled at Austin, September 6th, and adjourned November 24, 1875.

The constitution of 1876 contains some striking changes from that of 1869. To insure a reduction in the expenditures of the state government and to limit the powers of the various state officers, so that even should the radicals again come into power they would be effectually held in check, appear to have been of such concern to the members of the convention that they neglected other matters of great importance.

"Under a mistaken impression as to the causes of high taxation, attention has heretofore been given to curtailing the expenses of state administration, and the real cause, which is to be found in local administration, has been overlooked." (Coke's Message, April 19, 1876.) Cities of 10,000 population were allowed a maximum rate of taxation

for the support of municipal government $2\frac{1}{2}$ per cent. The fee system was retained to pay for the services of local officials. In many other particulars the Constitution was unsatisfactory. Although the work of a democratic body, the party withheld its endorsement at the state convention, and Governor Coke pointed out its numerous defects in his message of April 19, 1876.

The limit on the number of representatives in the Legislature was raised to 150, while that of the Senate was retained at thirty-one. The sessions were changed from annual to biennial. Where there had been no limit on the length of the session heretofore, the length of regular sessions with full pay was now limited to sixty days, and of adjourned and special sessions to thirty days. The maximum salary of members of the Legislature was fixed at five dollars per day. Of the nineteen Legislatures that have assembled since the adoption of this constitution only two held sessions which did not exceed sixty days—the thirty-first and the thirty-second, and they were re-convened in extra session. In fact, there have been only four Legislatures (the fifteenth, nineteenth, twenty-first and twenty-third) which have not been called in extra session. The bill of rights was deemed inadequate as a protection of individual rights against legislation; consequently there were appended to the legislative department additional requirements and limitations, in sixteen sections, "some of which had a number of distinct clauses, and all of which were intended to be specific restrictions, either upon legislation itself or upon the manner of it, and applied to a large number of subjects previously open to general legislation."

The governor's term of office was reduced to two years, and his salary from \$5,000 to \$4,000 per annum. The governor's appointive power was greatly restricted by making nearly all officers elective, and by requiring the consent of the Senate to all other appointments. A further limitation was placed upon his power by dividing the executive powers among the officers composing the executive department, namely, the governor, lieutenant-governor, secretary of state, comptroller, treasurer, commissioner of the general land office and attorney general. Each of these is the governor's equal in matters confided to him, and since all except the secretary of state are elective, it may easily happen that the different executive heads hold widely divergent views on matters of public policy. Authoritative unity in the executive department of our state government has not been provided for. Finally, "the constitution enjoins upon the governor that 'he cause the laws to be faithfully executed,' but withholds from him the power to comply with the mandate. The executive agents of the government (the prosecuting attorneys and sheriffs) are independent of him; he cannot command them directly or indirectly." (Coke's Message, April 19, 1876.) However, the governor was given the power to veto; in the case of appropriation bills this power may be applied to special items; and he alone can designate the subjects to be acted upon by the Legislature in called session.

The judicial system of the state was vested in a supreme court, a court of appeals, district, county and other courts.

"The judicial system framed by this article as a whole and in all its parts is, in my judgment, the most faulty, inefficient and expensive

one that has ever been suggested. * * * It is fatally vitiated by the following prominent faults: It provides for two high courts of last resort, giving supremacy to neither. * * * It establishes county courts, conferring on them extensive general and statutory jurisdiction, and prescribes no qualification for the judges. * * * It abolishes the office of district attorney, heretofore filled by men of learning, ability and experience, and substitutes that of county attorney. * * * It extends the jurisdiction of justices of the peace over matters and rights more important than should be submitted to the judgment of men usually unlearned in the law. * * * It provides salaries for district judges which are insufficient to support them in many districts. * * * It surrenders the people, in a considerable section of the state, through the justice and county courts and sometimes the district court, in three-fourths of their litigation, to the domination of uneducated and ignorant suffrage." (Coke's Message, April 19, 1876.)

Governor Coke recommended a return to the judicial system of the constitution of 1869, which he said, the concurrent opinion and almost unbroken voice of the bench and bar and non-professional intelligence of the state adjudged superior in efficiency.

The provisions in the bill of rights of the constitution of 1869, that declared secession a heresy and that the constitution and laws of the United States are the supreme law of the land, were stricken out. In the article respecting the right of suffrage, no mention was made of "race, color or former condition." The registration of voters was abolished. Separate schools for white and negro children were ordered. The appropriation of money to encourage immigration was prohibited. Neither the Legislature nor any county or town was permitted to vote public funds or incur debt by way of subsidy to any private corporation, whether railroad or other association for private profit. Limitations were placed upon the extent of taxation by municipal corporations. The objects for which taxes may be imposed by the Legislature were defined, the maximum tax rate on the \$100 valuation was fixed at 50 cents, and the debt created to supply deficiencies was limited to \$200,000.

Notwithstanding its many defects, the constitution possesses points of merit that have secured its retention until this date. It provides greater facility for amendment than did former constitutions. It ensures the supremacy of the people, and makes the lawmakers and public officials their servants. It guards against the creation of public debt, and dedicated the public lands to the public welfare. It curbed the railroads, and prohibited oppressive monopolies.

The fifteenth Legislature assembled April 18, 1876. It was confronted by an extraordinary amount of important legislation. The adjustment of the statute laws to the new constitution, the remodeling of the criminal system, the revision and change or amendment of the penitentiary system, the reorganization of the civil jurisdiction and methods of procedure, the reconstruction of the revenue system, and last, but not least, a revision of the new constitution with the view of proposing and sub-

mitting such amendments as may be found necessary were some of the subjects called to its attention by Governor Coke.

STATE FINANCE

The finances of the state demanded attention as soon as the Democrats came into power. Investigation of the records of the comptroller's and treasurer's office showed that the treasury was empty and that there were obligations outstanding amounting to \$2,098,928. This amount was later doubled by the audit of claims originating prior to 1874. Treasury warrants were selling at from sixty-five to eighty cents on the dollar. Bonds amounting to \$900,000 remained in New York unsold, because there was no market for Texas securities. Upon a portion of these bonds the sum of \$327,074 had been advanced, and the creditors were now suing to recover payment. Bonds in the sum of \$404,000 would mature between September, 1876, and January 1, 1877. Governor Coke deemed it inexpedient to levy a tax for the payment of the public debt. The general tax rate, although fixed at the maximum allowed by the constitution, did not produce revenue sufficient to cover the expenses of the government. Further loans would become necessary. Under these circumstances the governor directed his efforts first of all to improve the credit of the state. Payment of the floating debt was suspended, and the holders of treasury warrants were given an option of exchanging them for interest-bearing bonds. All receipts of the treasury were used to pay current expenses. The expenses of the government were cut down wherever possible. A compromise with the International Railroad Company was effected whereby the treasury was relieved of a large issue of bonds. The claims of the New York creditors were promptly settled, although to do so required the sale of bonds at a heavy sacrifice. However, the governor's policy was effective; the credit of the state improved and subsequent bond sales were made at better prices.

In addressing the fifteenth Legislature, Governor Coke said:

"One of the most important subjects claiming your attention is that of the assessment and collection of taxes. A law which shall promptly subject all the property in the state to its just proportion of the burden of maintaining the government is of the first and highest importance. Our present revenue laws are wholly inefficient. Taxes now due and unpaid and returned as delinquent amount to several millions of dollars. But a still greater evil is the failure to assess a considerable proportion of the taxable property of the state, and the undervaluation of that which is assessed. * * * Quoting from my last annual message on this subject: 'Taxation should be just and uniform, but under this law it is believed that two-thirds of the property of Texas pays all the expenses of government. * * * A large proportion of the personal property money, bonds, bills, notes, merchandise, stock and other valuables in the state, and of the assets of banks, banking concerns, trust, insurance and other companies and corporations, not visible to the assessor, is never assessed, and pays nothing.' * * * These things are as true now as when represented to the fourteenth Legislature."

After the lapse of thirty-five years a number of these problems still remained unsolved.

Governor Hubbard enjoyed a season of legislative rest such as no other governor of Texas before or since has enjoyed; during his term of over two years there was no session of the Legislature except the one which inaugurated his successor. In his message in 1879 he was able to report that a portion of the public debt had been paid, that the bonds of the state were selling at a premium, and that in consequence bonds bearing a high rate of interest had been refunded in bonds bearing a lower rate of interest. But he was obliged to report a deficiency in the state's revenue and a consequent inability to pay current expenses.

"Unfortunately, there is now recalled to mind no fiscal year of Texas, from 1845 down to the present date, but has witnessed the same mistake repeated by Legislatures. * * * In early times these annual deficiencies were met by borrowing from the several millions in gold received from the United States Government for our sale of the Santa Fe territory, and at others by the issuing and sale of bonds of the state. To-day the credit of Texas bonds is higher than that of any other state in the entire Union. While this fact is and should be a just source of pride to every citizen of Texas, I respectfully and earnestly urge upon your consideration that other fact—not so much a source of pride as of extreme regret—that the debts we owe to our own fellow citizens at home * * * have too often become the subject of speculation. * * * because there is no adequate provision to meet these claims in cash when presented at the state treasury. Neither in law nor in morals ought an invidious distinction be made by the state between the domestic creditors and the foreign bond holders."

While the increase in the wealth of the state has caused a gradual reduction in tax rate the contingency of a recurrence of deficiencies in the revenue has not been provided against effectually up to the present.

With such plain statements before them, the Republican and Greenback parties severely criticised in their platforms of 1878 the financial policy of the Democrats. The former denounced the occupation taxes and the increase of the state debts through the issuance of bonds. The Greenbackers demanded "abrogation of the odious and unjust occupation and smoke-house tax laws," retrenchment in the public expenditures, and a reduction of tax-rate to 37½ cents on the \$100. While there was little prospect that either of these parties would gain control of the government, the Democratic platform pledged the party not to borrow money or to issue bonds to meet current expenses or to increase the tax rate, and to keep expenses within current receipts.

Governor Hubbard in his message reviewed the estimates of receipts and expenditures for the year 1879, and pointed out that the former were inadequate to meet the latter.

"The estimates for the present fiscal year make no allowance for much needed improvements in our institutions of public charity, for the early organization of the recently completed penitentiary at Rusk, for state colleges, or any extraordinary appropriation. * * * The conclusion is therefore inevitable that unless the expenses of the government be lessened the estimated revenue will

fall far short of meeting the actual expenditures of the state. It is well to look this danger squarely in the face, for we have reached that point * * * in our financial history when the cry of 'retrenchment and reform' becomes no longer * * * the cheap watchwords of the demagogue, but rather a palpable and imperious necessity to the legislation of Texas from this day henceforth. Can the machinery of the state government be kept in motion, on the present basis of taxation, without abandoning old and cherished public policies, the protection of the frontier, and the maintenance of the public free schools? Can it be done without reducing the compensation of the judiciary or otherwise impairing the vigor and efficiency of the various departments of the state government?"

It remained for Governor Roberts to answer these questions. He declared that:

"The true policy of the state * * * under the present juncture of affairs, is to retrench expenses from top to bottom, wherever it can be done consistently with the efficiency of the public service, and inaugurate the policy of now disposing of the public lands at a fair value as soon as practicable to any purchaser that will buy them in any quantity."

One cause of the existing financial difficulties of the state he explained thus:

"Gradually, and much more in the last ten years, the state has been assuming other and extraneous burdens beyond the capacity of the productive wealth of the country to sustain. * * * Reference is here made to the protection of the frontier and our police force; to the penitentiary and its enlargement; to our free common school system; to our schools for the blind and the deaf; to the establishment of an agricultural and mechanical college; to our pensions to the Texas veterans and to our immigration bureau."

The student of public affairs will find an interesting parallel between the problems confronting the legislatures of 1879 and 1915. However, few would have the temerity to class the support of the public schools as an extraneous burden of the state. The Legislature of 1879 had little choice in the matter, so it trimmed appropriations unsparingly, bringing them down to an amount less than that for the preceding biennium. However, the Legislature did not adopt two of the governor's most sweeping recommendations, namely (1) to reduce the appropriations for the public free schools below the one-fourth of the general revenue allowed by the constitution, and (2) to inaugurate a speedy sale of the public lands in any quantity to any purchaser. Fearing that there would not be sufficient revenue to meet current expenses, if the appropriations for the free schools and the interest on public debt should stand as fixed by the Legislature, and being determined to avoid a deficiency at every cost, Governor Roberts vetoed this portion of the bill. His action created intense excitement; the Legislature adjourned next day; but his message so ably defended a "pay as you go" policy, that he was able to carry his point. At a special session of the Legislature the appropriation for the interest on the public debt was re-enacted, and the appropriation for the free schools was limited to one-sixth of the general revenue for the next

two years. In 1881 the Legislature again appropriated one-fourth, and the governor approved it, but in the meantime he had been subjected to much abuse and criticism for his veto in 1879.

Provision was made for the sale of school and public lands; the former at one dollar an acre in quantities varying from one-quarter to three sections, (in 1881 increased to seven sections,) the latter at fifty cents an acre in unlimited quantities, the proceeds being divided equally between the schools and the public debt. These acts, coming at a time when settlers and speculators were pouring into Texas in large numbers, increased the permanent school fund faster than the board of education was able to invest it under the restrictions imposed by statute. Governor Roberts adopted the questionable plan of buying state bonds at a premium of forty per cent. The sale of public lands in large bodies greatly stimulated speculation in these lands. For both these results he was severely criticised. A justification of his course, in his own words, is as follows:

"The public lands and those belonging to the school and other funds were for the most part in the western portion of the state, a great proportion of which were not and never would be adapted to farming. * * * To utilize those lands for stock-raising, to which they were adapted, it was necessary to allow large tracts to be purchased by persons who had means to engage in that business in a dry country. Another consideration was that it was better to sell the lands at a fair price and increase the school and other funds to help pay the public debt, thereby relieving the people from taxation, than to continue donating them to railroad companies. It was also apparent that it was better to let the lands belong to individuals who would pay taxes upon them than for the government to continue to keep them for any purpose. The experience of our past history in land business was that, however careful the government has been to prevent them, frauds would continually be perpetrated in its management, which conclusively demonstrated the impropriety of the government's undertaking to handle such property permanently. It was evident that there was no propriety in the state government holding the lands for speculative purposes. * * * For the increase in the common price of land at any time does not arise from anything that the government does to raise the price of it, but from the labor and capital expended by the people in settling upon and improving parts of it, which makes the balance of it more valuable; and for the government to demand more for it then is in effect speculation on what the people have done to enhance the price of the land." (*Comprehensive History of Texas*, II. 247.)

In his message of 1881 the governor was able to report that the state treasury went on a cash basis on May 1, 1879. Retrenchment in government expenses, taxation of everything taxable, rigorous collection of the taxes due, and a large increase in the wealth of the state had combined to work this result. The connection existing between the general revenue and the public school fund was terminated by providing a special school tax, and in 1883 the constitution was amended by placing the maximum state tax rate at thirty-five cents on the \$100.

FRONTIER PROTECTION

Very closely connected with the financial problems, confronting the new administration in 1874, were those having to do with the suppression of lawlessness and protection of the frontier. "The large emigration from other countries, the former spirit of speculation and subsequent monetary depression and want of profitable employment, the extension of our frontier and the changed condition of a large colored population, have all contributed to generate and exhibit an amount and character of crime and civil wrong entirely unprecedented in this country. The very inadequacy of the power of correction has provoked * * * outrageous wrongs as a substituted remedy, without and against the law." (Roberts' Message, 1879.) "Texas has an Indian frontier and a Mexican border of not less than 1,500 miles, on which her people of necessity wear arms habitually for defense. Five-sixths of the population of Texas may be found in one-third of her territory. The remainder of the country is in the common acceptance frontier." (Coke's Message, January, 1875.)

The vigorous enforcement of the laws filled the penitentiary to overflowing. The number of convicts in that institution on January 1, 1876, was 1,723. What to do with the prisoners became a great problem and continued to perplex the state administrations during subsequent years. As there was not room within the walls, and since the state at that time owned no farms, a majority of the prisoners were hired out; but the treatment they received at the hands of the lessees was denounced as vicious even in its beginning.* To carry out reforms the erection of an additional penitentiary was undertaken, with a view of employing a large number of the prisoners within the walls. But finding profitable employment within the walls has been difficult for the character of the labor to be employed.

An act of 1874 to provide for the protection of the frontier against hostile Indians, Mexicans or other marauding or thieving parties authorized the governor to organize a battalion of mounted men of six companies of seventy-five men each. This force was the beginning of the present Texas Ranger force; its permanence has been due to its dual character of military force and of peace officers. The Rangers relieved the frontier counties not only of Indian depredations but also of the equally troublesome lawless characters that sought refuge there. Their influence on the development of the frontier was very great. During the twelve years preceding 1874 no new counties had been organized in the West. Through the confidence of security restored by the Rangers the frontier settled so rapidly that fourteen counties were organized between 1874 and 1878. The taxable values of twenty-three border counties doubled within this short period. The adjutant general of the state, in the fall of 1880, "made a tour of inspection and observation on the

*In speaking of the lease system, it must be stated that Texas has never surrendered the care and control of its prisoners into the hands of the contractors. When a railroad or an individual hired the convicts, the state sent along its own guards who exercised the same control over the prisoners as if engaged in state work. The state employed physicians to look after the prisoners' welfare. While this modified form of the lease system had many advantages over the out and out lease, it has not been proof against abuse.

frontier from Fort Elliott, in the northern part of the Panhandle, to Menard County. * * * I found the country wonderfully developed and improved since my last trip to the frontier two years ago. The outside settlements are now from 50 to 100 miles further west than they were then. The tier of counties which contained the border settlements three years ago, their only population at that time being stockmen, who lived in picket houses and dug-outs, are now settled and rapidly filling up by an industrious and thrifty class of farmers. * * * The stockmen have * * * moved from 50 to 150 miles further west and northwest. * * * There is now almost a continuous line of large ranches from Devil's River on the Rio Grande, via the headwaters of the Concho, Colorado, Brazos and Red rivers to the Canadian, in the extreme northern part of the Panhandle." (Report of the Adjutant General, 1880, p. 29.)

Fighting Indians was only a small part of the Ranger's arduous task, and this practically ceased, even in the wildest portions of the state, in 1884. The Ranger force has since been greatly reduced as regards numbers, but it has not been discontinued because of its excellence as an instrument in dealing with lawless men. In proportion as Texas settled up, and the demands upon the time of each person increased, Governor Roberts states, the disinclination on the part of the people to give aid in any way in the execution of the laws increased, except on full compensation in money. Hence Rangers were called on to assist the local officers whenever the latter were in need of aid in making arrests of desperate criminals, or to escort prisoners threatened with violence, or to attend court to preserve order, or to protect jails against mobs.

FREE EDUCATION

The constitutional provision for a system of public free schools set apart an enormous quantity of public lands for its endowment. An annual poll tax of one dollar and a sum not to exceed one-fourth of the general revenue, together with the annual income from the permanent fund, were set aside for the support of the schools. The lands for a decade remained unproductive of revenue. The income from poll taxes was necessarily limited. The constitution made no provision for supplementing state funds by local taxation. Yoking the available school fund with the general expenses of the government made it impossible to increase the former without at the same time trebling the latter. There was much demand for a reduction of the expenses of the government. Added to this was the fact that the public mind had not recovered from the rude shock experienced during radical rule from the attempt to force upon the state the unsuitable, extravagant and onerous system provided for in the old constitution, with its brood of devouring officials. Therefore, Governor Coke gave it as his opinion that the people would have to be led by slow and easy approaches through practical results, which all can see, to the realization of a system suitable to their condition and within their ability to maintain.

The entire machinery of the former school system was swept away. To meet the large decrease in the school revenues the scholastic age was

changed from six to eighteen to eight to fourteen. This reduction in the number of scholastics practically made it impossible to organize schools in thinly settled portions of the state. To inaugurate a new system of free schools a board of education was created, composed of ex-officio members who already had all the work they could do. That vague and indefinite something, the community, was made the local unit. Teachers were not graded and little attention was paid to their qualifications. In 1877 the average length of the school term was three months and the average salary of the teachers thirty-five dollars.

The principal income of the school fund was the one-fourth of the general revenue of the state. During Roberts' first term the share contributed by the general revenue was cut from one-fourth to one-sixth. An effort was made by speedy sale of the school lands to increase the permanent school fund and thus recoup the revenues from that source. For four years the policy of disposing of the school lands amounted to little short of squandering several million acres of land, besides laying the foundation for huge private and corporate land holdings. The complaint that the school law "proceeded upon the idea of providing for the compensation of the teachers more effectually than for the teaching of the scholars, for whom the money has been distributed to the counties" resulted in an act establishing a ratio between the salary of the teacher and the attendance of the pupils. Some attention, too, was given to the classification of teachers into three grades according to their qualification. A secretary for the board of education was employed. By the aid of the Peabody fund normal schools for the training of white and colored teachers were established, and summer normal institutes inaugurated in 1881. The University of Texas was opened in 1883. This year also an amendment to the constitution was adopted which completely changed the basis of support of the public schools from the general revenue of the state to an annual ad valorem state tax not to exceed twenty cents on the \$100 valuation any one year. The amendment further provided for the creation of school districts in which the state tax could be supplemented by a local tax. The sale of the public and school lands at former prices was stopped, and a law enacted regulating the leasing and sale of these lands at much higher prices. The office of state superintendent of public instruction was created in 1884, and the general school law was much improved. These measures of Governor Ireland's administration marked the beginning of real progress in the public free school system of Texas.

ECONOMIC READJUSTMENT

"For sixty years before the war the Federal Government was administered so as not to be the adversary of the agricultural interests of the Southern people, and, as claimed by the Northern people, prejudicial to their commercial and manufacturing interests, which made them dissatisfied and caused a political contention. That difference culminated in the war between the sections, North and South. Since the war for thirty years the national government has been administered in a way to result in promoting the commercial, manufacturing and general moneyed inter-

ests of the Northern people, and, as claimed by the Southern people, prejudicial to their agricultural interests, which makes them dissatisfied and causes a continued political contention." (O. M. Roberts, in *Confederate Military History*, XI, 148.)

"Prior to the political revolution of 1860, the wealth of the United States was distributed among the inhabitants in some just proportion to the capacity of men to acquire it unaided by legislation. The government had rarely interfered with private affairs and the people were left to their own exertions in the acquisition of property. As a consequence there were few colossal fortunes, and the peril of accumulated and organized riches was not imminent. Since then it has become common for the Government to aid certain classes of industries by bounties, protection and other species of unequal laws, and under this impetus individual fortunes have grown to such gigantic proportions that conservative and thoughtful men are appalled at the enlarging power of concentrated capital. * * * To this harmful and indefensible legislation there have been added in recent years the oppressive and audacious operations of trusts and conspiracies against trade, and between them the exactions imposed upon the great masses of the people, enriching the few and tending to unjust division of wealth, have grown intolerable." (Governor Culberson's message, January 16, 1895.)

After the war there was a rapid influx of capital and population. The principal development along commercial and industrial lines in Texas centered around the construction of railways, appropriation of the public lands and exploitation of natural resources. Of greatest immediate importance the railroads outranked by far all other enterprises. Through their interstate relations they brought to bear on the people of Texas the effects of the policies and legislation existing beyond our limits and beyond the control of the state. The principal owners of the railways and of other large corporations were non-residents. Therefore, federal legislation in reference to these bodies was always of great interest to the people of Texas. The state furnished such leaders in congress, as Reagan in favor of an interstate commerce commission, Mills in favor of tariff reform, and Coke in favor of the people against oppressive corporations and legislative corruption of every kind.

RAILROADS

The people of Texas desired railways and made generous donations of land, money and bonds to hasten their construction. The state government appropriated 10,240 acres of land for every mile of road built until the public domain was exhausted. Much of this land was rich and valuable, and all of it was useful to the railways in financing their projects. The total amount of land granted to railways was about 38,826,380 acres, or 22 per cent of the total acreage of the state, an area equal to that of the State of New York. The impetus given to railway construction was extraordinary. From the United States and from foreign countries capital flowed like water into

Texas railway enterprises. The increase in mileage as compared with the growth of population between 1870 and 1890, was as follows:

	1870	Rank	1880	Rank	1890	Rank
Population	818,579	19	1,591,749	11	2,235,523	7
Railway mileage . . .	571	28	2,696	12	8,630	3

The period of extraordinary activity in construction terminated with the exhaustion of public land in 1882, and was followed by an era marked by combinations, over capitalization, extortionate rates and poor service on the part of many of the roads.

In 1881 the Huntington and Gould interests entered into an agreement whereby all competition between the two was suspended and the construction of parallel or competing lines was forestalled. These two magnates controlled most of the railways in the state; the former, the Galveston, Harrisburg & San Antonio and the Texas & New Orleans railways, the latter controlled the Texas & Pacific, International & Great Northern, the Galveston, Houston & Henderson, the Missouri, Kansas & Texas and the St. Louis, Iron Mountain & Southern railways. In 1885 the Texas Traffic Association was formed. It was composed of nine Texas railroads and of eight connecting lines lying outside the limits of the state. Its object also was to eliminate competition among the roads composing the association. A central committee promulgated the rates which each member was obliged to observe, until the combine was dissolved by the attorney-general in 1888.

Complaints and charges against the railroads were numerous. Local rates were unreasonably high as compared with through rates. The products of Texas manufacturers, said Senator Coke, "are outrageously discriminated against on our railroads. Manufactured products from distant states are distributed * * * throughout Texas by the railroads at lower rates than similar articles of Texas manufacture will be carried by them from one point to another in Texas. Cotton goods from Georgia mills are carried at lower rates than the products of Texas mills, and iron manufacturers of other states are favored in the same way over those of Texas." The senator gave an instance; the water works company of Weatherford preferred to purchase iron pipe at Rusk but on account of the difference in freight rates was obliged to place its order in Tennessee.

Rates were not based on cost of service but on "what the traffic would bear." When harvests were abundant freight rates were increased and absorbed most of the farmers' profits. Discriminations between individuals for the same service were constant. Secret rate cutting demoralized business. By granting secret special rates, rebates, drawbacks and concessions they fostered monopoly, enriched favorite shippers and prevented competition in such lines of trade in which the item of transportation constituted an important factor. Another example cited by Senator Coke illustrates this:

"Where are the New Braunfels woolen mills, the cloth products of which of the same class, unequalled in the East, were worn all over Texas and retailed in every store in the state ten

or twelve years ago? This splendid industry by hostile discriminations of the railroads in co operation with Eastern manufacturers has been driven absolutely out of existence." (Coke to Harned, July 26, 1889, in Fort Worth Gazette, August 3, 1889.)

Free passes were used to maintain a privileged class at the expense of those who paid.

"The railways have issued free passes to nearly every tax assessor and county commissioner in this state, who must adjust the values of their property. They have issued them to sheriffs, who serve the process of law. They have issued them to collectors, who enforce the payment of taxes. They have issued them to justices of the peace and to county judges, and to most all other judges along the line of their railways who try their cases." (Ex-Governor Hogg's address to House Committee on Constitutional Amendments, February 5, 1901.)

The capitalization and bonded indebtedness of railways largely exceed the actual cost of construction. "In prosecuting the East Line case," said Ex-Governor Hogg:

"I proved by the railway officials that this railway line from Jefferson to Greenville cost its owners \$7,000 per mile to build it; that they got from the state 10,240 acres of land to the mile; that they sold this land for more than enough to pay for building the road; that they issued \$12,000 in bonds and stocks to the mile on the road, and that they ran it many years and maintained it in fine condition; that in 1880 they sold it to other parties for \$9,000 in cash per mile, which included the stocks and bonds. The new purchasers immediately placed stocks and bonds on the road for \$35,000 to the mile, thus making a clear profit upon the face of the transaction of about \$4,000,000. At once the new management cut down the train and track service, reduced wages of the employes, raised traffic rates out of reason, and within six or seven years ran down the road from a good one to such a reckless state that no one could get an accident ticket over it." (Ex-Governor Hogg's address, February 5, 1901.)

INDUSTRIAL PROBLEMS

With the industrial development of Texas a large number of wage earners was introduced. The concentration of wealth and power in the hands of their employers caused the workmen to enter into defensive organizations. Reductions of wages of railway employes provoked strikes. The interruptions of traffic resulting therefrom caused great losses and much suffering to the people. A strike on the Gould lines was inaugurated about March 1, 1885. Governor Ireland's proclamation, and the harsh measures aimed at the strikers by some members of legislature, were met by directing attention to the disregard of law by the railroads. Public sympathy was generally with the strikers. The troubles were adjusted by an agreement of March 15, 1885, which was regarded a victory for the labor unions. Perhaps as a result of this victory organization of railway employes under the leadership of the Knights of Labor made rapid progress during 1885

and 1886. Alleging violations of the agreement of the previous year, the Knights of Labor used the discharge of C. A. Hall, a foreman in the Texas & Pacific shops at Marshall, and a prominent member of their order, as the occasion for calling another strike on the Gould lines in March, 1886. In the meantime the Texas & Pacific Railway had passed into the hands of a federal receiver. The railway officials used the receivership as an excuse for refusing to negotiate with their employes. Matters dragged for a month with no approach toward an adjustment. Bitterness increased with suffering. Some destruction of property occurred, and bloodshed resulted in an effort to prevent the moving of a local freight train at Fort Worth on April 3rd. The governor ordered several companies of militia and the Rangers to that point, but no further trouble occurred, as the large body of strikers was opposed to the use of physical force. The decision of the federal judge in the case against the strikers held that the employes of a railroad, acting under the direction of the court, are in contempt if they conspire among themselves to leave the service of the road without warning, thereby temporarily crippling the service. It looked like both courts and the executive had joined with the railroads to oppress labor. It greatly emphasized the necessity of curbing the reckless use of power of these powerful interests; and stirred the Knights of Labor to great political activity during the campaign of 1886.

Another grievance against the railroads is tersely stated in the following words, taken from Governor Culberson's message, January 16, 1895:

"Every act of the Legislature which authorized a donation of land to corporations required its alienation in good faith within stated periods of time, in default of which the land became forfeited to the state. These provisions were wisely intended to prevent and discourage perpetuities and land monopolies and should be effectually executed. In unmistakable evasion of the law railroad companies have frequently transferred the land colorably only, sometimes directly to individuals, sometimes through simulated foreclosure proceedings and sometimes through formation of new corporations by stockholders, bondholders or directors of the old companies, in efforts to avoid forfeitures. By this means the policy of enforced alienation is thwarted and the land held in practical perpetuity for speculative purposes in obvious disregard of the growth and development of the state."

Reference has elsewhere been made to the good work of the Rangers in affording protection to the frontier. In this work they were heartily seconded by the cattlemen, who spread out over the plains as rapidly as conditions of safety would warrant. Free grass was the rule, whether the lands belonged to individuals, to the school fund or was public domain. Free grass was regarded as one of the perquisites of the frontier. The small expense involved and the good prices prevailing up to 1882, made the cattle business as profitable as it was attractive to a large element that naturally gravitated to the West. The legislation recommended by Governor Roberts, provid-

ing for the sale of the public and school lands, proceeded on the assumption that it was better to sell them to cattle and land corporations than to donate them to railroads. The rapidity with which they were seized surprised the warmest advocates of this policy. It was never popular with the people who demanded that the lands be sold to settlers.

STOCKMEN AND PUBLIC LANDS

"Next to the introduction of railroads," said Roberts, "barbed wire has done the most to develop the agricultural and pastoral pursuits of the state." As if by magic it transformed the open country of the West into a series of pastures, and put a stop to settlement. The very existence of those men was threatened who owned cattle but no lands. Small stock men generally fared little better. Sometimes the only water holes in extensive dry areas were fenced in. In other cases school lands and private lands were inclosed without the consent of the owners. The first lease law enacted in 1883 proved more favorable to the large cattlemen than to the small ones and actual settlers. The population divided into free grass and pasture men,—the former representing free grass for the many, the latter free grass for the few. Great bitterness arose between them, outbreaks of violence occurred, developing finally into a mania for fence-cutting. Governor Ireland regarded conditions so grave that he convened the Legislature in special session in January, 1884.

Fence-cutting was made punishable by imprisonment in the penitentiary, but those who unlawfully enclosed public and private lands were punishable by fine only.

Fence-cutting had some points in common with labor strikes. Both were due to oppressive conditions created in defiance of law. In each case remedial measures were much more effective in dealing with the aggrieved than with the aggressor. The punishment of the fence-cutter was much easier than to compel the cattle companies to take down their fences from around school and private lands, or even to make them pay a just rental for their use. In an address delivered in April, 1886, two years after the above named law had been passed, A. W. Terrell said,

"I hold in my hand a map copied from one made by a grass commissioner of the land board, which shows twenty counties of the Panhandle in one block, wired in, every acre of them, in pastures built generally by corporations. Inside of those pastures are millions of acres of unrented and unsold school land, which are appropriated in defiance of law."

The chartering of cattle and land corporations was stopped in 1885.

The refusal of the cattle corporations to pay "for the children's grass" was deeply resented by those residing in the thickly settled portion of the state. The Westerners, on the other hand, contended that the lease law ought to be repealed, because it furnished to the pasture men the chief support for their monopoly, and by so doing placed an embargo upon the further settlement of the West. "You have given one-half of this country (the West) to corporations for

building railroads, not one mile of which was ever built west of Fort Worth. You have endowed your blind, lunatic and deaf asylums out of the lands of that country and have given 3,000,000 acres to erect a state capitol, and now you demand that the balance be leased out to educate your children." (M. A. Spoonts' address to democratic state convention, 1886.)

The building of pastures had much influence upon the cattle industry. Better control of the herd resulted in improved stock. The uncertainties of the range during drought or winter turned the attention of the stockmen to agriculture as a source for additional feed supply. The ravages of Texas fever paved the way for live stock sanitary regulations. As the cost of production increased the decline of prices caused no little dissatisfaction among the stockmen. The settlement of Kansas and Nebraska closed the "trails" over which great droves of cattle had formerly been driven to market. The subject of railroad rates, and the combinations of packers to control prices caused the cattlemen much worry. They readily joined the farmers in their demands for regulation of freight rates and for anti-trust laws.

THE GRANGE

The business of no other class of population in the South suffered greater change through the war than the agricultural. The accumulated savings of several generations of the planters were swept away when the slaves were set free without compensation. The recent immigrants as a rule were poor. In his address to the second annual meeting of the Texas State Grange, 1874, Master W. W. Lang described conditions in the following words:

"The planters of the state generally are in debt. * * * Cotton planting for several years has been attended with actual loss of money. The effort of the Southern agriculturists to produce cotton to the exclusion of all other crops has brought distress upon the country. It is a sad condition. The question then comes to the planter with terrible earnestness: What shall I do? How can I rid myself of the galling slavery of debt? One of the primary purposes of the order of Patrons of Husbandry was to bring the farmers to a cash basis—to buy for cash and to sell for cash; it will be your duty to inaugurate some system which will tend to aid the farmer to bring about this happy condition, and if you succeed in breaking up the great cotton monopoly in our agricultural system by diversifying our pursuits and filling our storehouses with bread and provender for man and beast, you will have accomplished a great blessing for our country. Our tillers of the soil have to unlearn many habits of planting under the system of slave labor; they have to forget they ever were planters and learn to be independent farmers."

The Texas State Grange was organized at Dallas, October 2, 1873. Within two years after organization its membership was 40,000. In 1884 the membership was about 14,000, and thereafter it gradually declined through the rapid growth of the Farmers' Alliance. The Grange did not originate in Texas as did the Farmers' Alliance and

the Farmers' Union. It had passed its experimental stage before entering this state. Its advent marked a new era in farming. For the first time Texas farmers banded themselves together to improve their social, educational, and material condition. The activities of the order included many matters non-political in their nature, but some of the changes it sought to bring about required legislation and, therefore, involved more or less political activity.

To elevate the farmers "out of the old paths, where they have been so long journeying," the lever of education was selected. The educational scheme embraced the entire farm population: for the adult the Grange, for the youth the A. & M. College, and for the children the public free schools. When the Grange was organized in this state the free schools were viewed with little favor by many. In each annual address from 1877 to 1890, the Master of the Texas State Grange called attention to the public free schools and the A. & M. College. The introduction of the principles of agriculture in the rural schools was advocated from 1877 forward; more liberal support, local taxation, and longer school terms were also urged. For several years after it was opened the A. & M. College gave little attention to agriculture and the mechanic arts. This condition the Grange deplored and gave assistance in securing larger appropriations, until the school became what its name implied. Farmers were urged to give their sons the advantages it offered. A demonstration farm was suggested in 1877, and an experiment farm was recommended the next year. The need of a school where girls could be taught domestic science and all arts that adorn the home was set forth in 1881 and kept on the program thereafter.

"The Grange is our school, where we are to discuss all important questions that affect the public welfare, and to the extent that we are enlightened will intelligent action follow." A vigorous protest was made against the levying of a tax on land and an additional tax on the products arising from that land before such products had been placed upon the market. A constitutional amendment, adopted in 1879, exempted from taxation farm products in the hands of the producer. Marketing farm products engaged much attention. The collection of agricultural statistics for the information of the farmer, fraudulent weights by cotton factors and others, the selection of public weighers, and the prohibition of speculation in cotton futures were some of the problems dealt with. The reduction of freight rates and the improvement of Texas harbors were advocated many years before important results were obtained.

The one thing that loomed largest in the Granger's horizon was the railroad. He wanted the railroad, but he wished to curb its inroads on his profits. As early as 1875 complaint was made about "the fearful rate of freight we have to pay upon all the implements of husbandry imported into this state." The farmers early put themselves on record as being opposed to profligate and greedy mismanagement of railroads, and "to any and all efforts on their part to control the legislation of the country, to influence the courts or to override law and justice." Taking time by the forelock, a resolution

was adopted calling upon the constitutional convention to "insert a clause in the constitution binding the Legislature to regulate the charges of freight and fare on railroads." This was done, but it was many years before any Legislature attempted to carry out this command. In his annual address in 1882, Master A. J. Rose said,

"The subject of regulating the charges of railroads by law has been continually agitated by our organization from its early history. * * * It took the initiative step against the tyranny of Monopolies. * * * The constitution of Texas declares that 'the Legislature shall pass laws to correct abuses and prevent unjust discrimination and extortion in the rates of freight and passenger tariffs on the different railroads of the state, and shall from time to time pass laws establishing reasonable maximum rates of charges for the transportation of passenger and freight on said railroads, and enforce all such laws by adequate penalties.' * * * Nearly seven years have expired since its adoption and no law regulating freight charges as contemplated by the constitution (has been passed). * * * It is of common occurrence for them to charge more for a short haul than for a long one, thereby damaging one section for the benefit of another, and charge one citizen more for the same service rendered than another."

Each year the Grange returned to this subject with greater earnestness. In 1884 a resolution was adopted, declaring "that the Texas State Grange will not directly, nor through its officials, from this time forward ask the railroads for any reduction of fare." Another resolution stated that, "Believing it to be wrong and corrupting in its practice for any legislator or judge to accept free passes from railroad corporations, we respectfully ask that our next Legislature pass a law making it a high misdemeanor for any officer of any corporation to offer, or for a judge or legislator to accept a free pass from any railroad." In 1885 Master Rose said,

"Texas has given sixteen sections of land per mile for the construction of her railroads. This land was the property of her citizens, which at present prices would more than build all the roads in Texas. * * * Notwithstanding this they will bring freight from points hundreds of miles beyond our border to the most distant points in the state for less than they will from one point to another within the state. * * * The roads of the state are dependent upon the farmers for an existence, and yet the farmers cannot get the advantages even equal to those who live out of the state."

Congress passed the interstate commerce commission law in 1887. John H. Reagan, the author, was a Texan and a member of the Texas State Grange. The next year the order declared for a railroad commission for Texas.

Railroads, however, were not the sole cause for complaint by the farmers. There were many other subjects that received attention. Speaking of the existing agricultural depression, Master Rose in his address, 1891, said:

"There are many things which contribute to this depression, viz: The contraction of the currency, the protective tariff, high rates of interest, high salaries, unequal taxation, the surplus middlemen who stand between the producer, consumer and manufacturer, trusts that depress the markets of agricultural products while in the hands of the producers, the credit and mortgage system as now generally practiced, the thousands who live in idleness at the expense of labor, the heavy outlay by farmers for articles of consumption that could and should be raised at home—these all help."

FARMERS' ALLIANCE

The Farmers' Alliance was started in Lampasas County, Texas, in 1875, by a number of farmers as a defensive league against the encroachments of land sharks.

"The history of the move, from its inception to 1886, was not attended with much interest. It had grown by August, 1885, to the number of about 700 sub-alliances, and had changed its objects and workings until they resembled very closely those of the present. From August, 1885, to August, 1886, a most prodigious growth was recorded; the increase was about 2,000 sub-alliances. Among the reasons for this rapid growth, and probably one of the more potent, was the fact that all other occupations were either organized or were rapidly organizing, and the farming interest was unable to cope with them unorganized. * * * Again, the results of combination had reduced the price of all products the farmer had to sell to such an extent that in many cases they would not pay hirelings' wages. * * * The rule was that a year spent in the most vigorous labor and rigid economy would, with good management, yield a bare subsistence, and in many cases it yielded less; and would finally result in a surrender of the farm to the mortgagee merchant, and the addition of one more family to the army of renters." (Annual address of President C. W. Macune, 1887.)

At the annual meeting of the State Farmers' Alliance at Cleburne, August, 1886, the following demands of the state government were adopted: The sale of all public and school lands in small tracts to actual settlers on easy terms of payment; taxation at market value of all lands held for speculation by individuals and corporations; prohibition of alien ownership of land; the prevention of dealing in futures of all agricultural products; the removal of fences from public and school lands unlawfully enclosed by cattle companies, syndicates or other corporations; the enforcement by the attorney general of the payment of all state and county taxes from corporations; the assessment of railroad property for taxation at an amount equivalent to that on which dividends are based; the regulation of freight rates, the prevention of rebates and pooling of freights; and compelling corporations to pay their employes according to contract in lawful money. These demands were advocated with much fervor, and the Alliance grew with astounding rapidity. By June, 1888, there were 3,673 sub-alliances, 143 county alliances, with a membership of 225,000.

Neither the Grange nor the Alliance were political parties, but they exerted an influence on existing parties in the shaping of their platforms and in the selection of their candidates. The discontent existing in political ranks manifested itself by the appearance of a "third" party and independent candidates. The republican party had a very small following in this state, partly because of its bad record, but chiefly on account of the measures supported by the national organization—contraction of the currency, strengthening of the national banks and protection to manufacturers—matters regarded as inimical to the prosperity of the Southwest.

In 1878 W. W. Lang, who had been Master of the State Grange since 1874, became a candidate for the democratic nomination of governor, but was obliged to give way to a compromise candidate. The Greenback party perfected a state organization in March, when a platform was adopted which set out by saying, "Whereas both the old political parties have [failed to give equal protection to every individual,] have encouraged sectionalism, fostered monopoly and carried on a financial system so radically wrong as to pauperize the masses to support a chosen few in idleness and luxury," therefore, this new party. In the declaration of principles, after disposing of the financial measures, it declared for equal taxation of property of individuals and corporations; universal manhood suffrage without property qualification; an efficient system of public free schools; a graduated income tax; opposition to grants of public land to railroads or to other corporations; efficiency and economy in the administration of the government. At a convention, held in August, candidates were nominated and the following additions made to the platform: "We demand the passage of such laws as will prevent all combinations, discriminations and granting of rebates by any transportation companies, and compelling common carriers to furnish the same facilities and perform the same service for the same price to all men." O. M. Roberts, the democratic nominee for governor, and the Texas congressman made a thorough campaign through North Texas, where the Greenbackers were thought to be strongest. They polled 55,000 votes.

The Texas State Grange met at Austin in 1880. Governor Roberts delivered an address before the farmers, and in other ways conciliated them and invited their co-operation. The Roberts' policy of retrenchment and reform was indorsed. The Greenback candidate received only 22,500 votes.

The Greenback platform of 1882 was the most sweeping of all in its criticism. "We declare that the democratic party was put into power to right the wrongs inflicted upon us by the republican party, which wrongs consisted in part in involving the state in debt and in granting enormous subsidies to corporate monopolies. We declare that the democratic party has betrayed its trust. It has doubled the debt. It has exempted the lands of the International Railroad from taxation. * * * It has issued land certificates to railroads, irrigating companies and pretended canal companies to the amount of many million acres in excess of the public domain. It has robbed the public school fund and our people of homes; established gigantic land monopolies in our midst by granting to

four Chicago capitalists 3,000,000 acres of public domain to build a state house. It has inaugurated a system of class legislation in favor of the rich by refusing to sell the public domain in tracts less than 640 acres, thus depriving her men of the opportunity to acquire homes in our state. It has sold bonds at eight-five cents, and bought them back at \$1.40. It has persistently refused to exercise the constitutional prerogative of state control over railroads. It has withdrawn from circulation in this state over \$1,500,000 and piled it up in the treasury as useless cash balance, save for electioneering purposes, and at the same time has refused to make the constitutional appropriation for the support of the public schools upon the false plea of insufficient revenue. It refused to submit to a vote of the people the question of prohibition, though petitioned to do so by a large and respectable portion of the citizens of this state. * * * Under a pretense of favoring the laboring men it has exempted from taxation the cotton and sugar crops of the wealthy and at the same time has taxed the mechanic's tools. In redistricting the state it resorted to shameless and outrageous gerrymandering. * * * In short, the democratic party of Texas has ceased to be democratic, but has become a close corporation run by and in the interest of a syndicate of machine politicians." No candidates for state offices were nominated, but the support of the party was pledged to independent candidates, endorsing the above principles. The democrats trimmed their platform to meet some of the charges. George W. Jones, the independent candidate for governor, received 102,501 votes; Ireland, the democratic candidate, received 150,891 votes.

The democratic platform of 1884 showed even a greater desire to take the wind out of the sails of their opponents and to meet the demands for reform. It declared for a free ballot and a fair count; an efficient system of public free schools; leasing of the school lands until purchased by actual settlers; greater protection for mechanics and laborers through liens; limiting the amount of land owned by corporations and the prevention of landed and other monopolies; and for immediate regulation of the transportation of freight by common carriers. The Greenbackers thereupon denounced the democratic platform "as being everything to everybody and nothing to anybody." The vote in 1884 showed that the Greenbackers had again lost ground, and thereafter this party disappeared from Texas politics.

POLITICAL ISSUES AND REFORMS

The disappearance of the Greenback party after 1884 did not mean that the causes of dissatisfaction with political conditions had been removed. There were still more than 100,000 discontented, independent voters in Texas. The phenomenal growth of the Farmers' Alliance and the Knights of Labor during 1885 and 1886 promised to give greater unity and effectiveness to the demands of the plain people. To the consternation of politicians these organizations plunged into the campaign of 1886 with the ardor of new converts. "These orders know their strength, and knowing it will certainly take advantage of the power it gives them." A prominent knight was quoted as saying, "It has been demonstrated that strikes are failures; we must try something else. You

may look for us at the ballot-box and in the primaries." An effort to organize an anti-monopoly or people's party was made. A prohibition party was formally launched. And within the democratic ranks numerous candidates offered for the various offices. Candidates and newspapers discussed the lease law, regulation of freight rates, control of corporations and other practical, current state questions.

The legislature is the most important branch of our government. Except where inhibited by the constitution, it wields the sovereign power of the people. When impelled by the will of the people its acts can produce the greatest good. In the House of Representatives of the Twentieth Legislature more than one-half the membership served for the first time; the farmer element predominated and held the balance of power. "The present legislature was elected as a reform body. The people cried out against the politicians, and filled the lower house with hayseed." (Fort Worth Gazette.) The new governor and attorney general, too, as their records soon showed, were the right men in these offices at this time.

In his inaugural address Governor Ross said, "Probably no legislature was ever confronted by graver responsibilities. Those who study the public affairs of our state, and consider the want of homogeneity in its population, its industrial pursuits, business enterprises and social sympathies are aware of the fact that it presents questions vastly more complicated and embarrassing than any other state." The first question to engross the attention of the legislature was the election of a United States senator. Sam Bell Maxey, Ex-Governor Ireland, John H. Reagan and A. W. Terrell were candidates. As a result of the thirtieth ballot Reagan was chosen; his choice was regarded as peculiarly a victory for the people. Of the measures enacted by the Twentieth Legislature, mention should be made of the law prohibiting "dealing in futures in cotton, grain, lard, any kind of meats or agricultural products, or corporation stocks." The law regulating the sale and lease of school and other public lands abolished the land board and vested the commissioner of the general land office with the duties pertaining to this important subject. This act greatly increased the power of this officer, and, since the public lands were mostly located in the West, his administration has been of especial interest to those identified with that section. To remove the complaint that the lease law prevented settlement, agricultural land was not subject to lease and grazing land could only be leased if not in immediate demand for purposes of actual settlement. Agricultural land was sold to actual settlers only in quantities ranging from 160 to 640 acres. Grazing land might be purchased in quantities up to four sections. One-fortieth of the purchase price was payable each year. No land could be purchased by corporations. Foreign corporations before beginning business in Texas were required to obtain a permit. Railroads were required to give employees thirty days' notice of any intended reduction of wages, to pay promptly to discharged employees the wages due them, and all persons engaged in construction, repair or operation of railroad property were given a prior lien upon such property for wages due. Railroads were required promptly to furnish shippers with cars and to interchange with connecting lines freight and passengers

without delay or discrimination; consolidation of parallel or competing lines was prohibited; and a joint resolution required the attorney general at once to institute suit against all railroad companies and others for the forfeiture and recovery of all lands and grants made to them by the state, that had failed to comply with the law or the requirements in their charters to alienate such lands. Among the constitutional amendments submitted was one providing for state prohibition. Indicative of the spirit of the times are the following measures which the House of Representatives passed, but which the Senate failed to pass: Bills prohibiting pooling by railroad officials; prohibiting the watering of stocks and bonds by railroad companies; prohibiting fire and marine insurance companies from entering into combinations to fix rates in Texas, establishing a railroad commission, and forbidding the use of free railroad transportation by state, district and county officers. Thirty-two members of the legislature, when the failure of these measures became clear, signed a protest against the actions of their colleagues.

The constitutional amendments voted upon August 4, 1887, were defeated. The one relating to prohibition created most excitement. "Its discussion," said Ex-Governor Roberts, "produced the most exciting political contest that had occurred in Texas for a number of years. It enlisted in the canvass not only the habitual politicians, but also citizens of every class, including preachers and women, both white and black. The moral question involved in it stirred up society to its very foundation with a greater manifestation of universal feeling and interest than had ever occurred before in Texas. Nor were the exertions for victory confined to public speaking. Those who supposed they had influence exerted it in any way they could. It was not confined to the day of the election, but the work went on day and night for more than three months before. Those in favor of it argued that it was the right and duty of the government as a police regulation to prevent the evil of intoxication with all its destructive consequences. Those opposed to it argued that it was a sumptuary provision that unjustly deprived the citizen of his liberty. Indeed, it may be said that the arguments pro and con were multiform and multitudinous, and neither side of the controversy was convinced by the other. Still, like all other great commotions of society, it left an impression that was not effaced in the struggle. There has been since that time a large increase of local options adopted in counties and precincts in Texas for the discouragement of the use of intoxicants." (*Comprehensive History of Texas*, II, 268-69.) The prohibition amendment was defeated by a vote of 129,270 for and 220,627 against it.

Nothing daunted by previous failures, those dissatisfied with Democratic administration in Texas determined to place their own candidates in the field in 1888. The presidential campaign attracted much attention, and much of the criticism stirred up by the conduct of the national Democratic party was used by the Independents in their attacks upon the Democrats of Texas. Prohibitionists, Republicans, Union-labor and Nonpartisans held conventions. Of the four the Nonpartisans, or Independents, who claimed to represent the farmers, laborers and stockraisers, appeared to be strongest, and they received the support of the other three. The Democratic platform declared for laws restricting freight

charges of railways and express companies, and to prevent discrimination in charges against any points within the state, for laws defining and suppressing trusts, pools and all illegal combinations in restraint of trade, and for a deep water harbor on the coast of Texas. Ross and Hogg were renominated by acclamation. The campaign "agitated the entire state and stirred its people to the profoundest depths," but the independents were able to poll only 98,447 votes against the 250,338 cast for Ross.

The Twenty-first Legislature was the first to assemble in the magnificent new granite capitol. "The air is full of railroad legislation," reported a newspaper correspondent. "Nobody can tell what it will be except that there will be a commission; that much has been decided upon, and unless it can be headed off in the Senate a railroad commission will have charge of the transportation of freight in Texas before twelve more moons." Governor Ross had become an active supporter of the measure. A legislative committee of the Farmers' Alliance worked for its passage. The bill passed the House February 21 by a vote of 66 to 25. Popular interest was raised to an extraordinary pitch. The newspapers were filled with interviews and discussions, tending mostly to show why the bill should not become law. It was suggested that a committee be appointed to investigate the working of such commissions in other states. The improvement of a deep harbor on the coast of Texas, it was urged, would regulate freight rates by placing water communication in competition with the railways. It was claimed, too, that so important a subject as the creation of a railroad commission should be submitted to a vote of the people. To all this the supporters of the measure replied. "The bill now before the Senate, and that of two years ago, has continually been under discussion in the lodge rooms of Grangers and Farmers' Alliance. The farmers understand this question and nine-tenths of them demand its passage * * * Kill the commission bill and you murder the Democratic party of the state, defeat the promises of the party made from time to time for years." (Senator Claiborne, in *Fort Worth Gazette*, March 5, 1889.) After exhaustive debate the bill was killed in the Senate, the fourth or fifth on this subject to suffer a like fate.

The chief argument brought against the bill creating a railroad commission was the one alleging its unconstitutionality. The constitution commanded the legislature to regulate railroads; it was maintained that the legislature could not delegate this power to a commission. An amendment to the constitution removing this objection was, therefore, submitted to the voters for decision at the next general election. Other important measures enacted by the Twenty-first Legislature required Texas railroads to keep their general offices and their shops at some point on their lines in this state; another law defined conspiracies against trade by combinations and trusts and prescribed penalties; a joint resolution provided for a committee, to act with committees appointed by Kansas and other states, to investigate the pork and beef trust, and another resolution requested Texas representatives in congress to assist in procuring a deep harbor on the coast of Texas.

REGULATING RAILROADS

The submission of an amendment to the constitution on the subject of regulating railroads transferred this subject from the legislative halls to the political hustings. While the vote would not be taken until the general election in November, both sides recognized that its fate depended largely upon the action of the Democratic state convention. The amendment, therefore, occupied a prominent place in the speeches of the candidates for governor. Hogg in his opening speech championed the amendment; he showed the urgent need for a commission with power to make and enforce rates. What gave significance to Hogg's endorsement above that of the other candidates who favored the amendment was his official record and his personality. When Hogg was nominated attorney general he was scarcely known outside of East Texas; after he had been in office six weeks he filed the first of a series of suits that made his name known and respected throughout the country; when he quit the office of attorney general he left it endowed with a record for service in behalf of the people that has spurred the ambition of each of his successors. He put out of business about forty "wild cat" fire insurance companies that were operating in this state in violation of the law. He compelled the railroad from Beaumont to Sabine Pass, which had suspended operation, to reconstruct and equip its properties and resume business. He enjoined the Texas Traffic Association, a pool that had killed competition among Texas railroads, and brought about its dissolution. Attempts to revive the combination with headquarters outside of Texas were successfully frustrated. Railroads were compelled to return their general offices and shops to points on their lines within this state, and their control by outside concerns was terminated. The East Line and Red River Railroad was placed in the hands of a receiver for abuses of its charter franchises; this was the first instance of the state exercising such authority. He sued for and recovered lands from railroads that had been obtained for turnouts, sidings and switches. These various proceedings gave him a comprehensive knowledge of the abuses practiced by railroads, and prepared him for advocating effectual measures for correcting them. As no other person in the state could have done, he demolished the stock argument of corporation advocates that the railroads should be regulated by law and not by a commission, for he had tried regulating them by law. Hogg was bent on enforcement of the laws; "they are but the commands of the people to their officers." He was a man of the people, and they gave him their confidence and support.

The Democratic state convention was controlled by delegates instructed for Hogg and the commission. The amendment was adopted, and the law enacted in 1891 created one of the strongest commissions in existence at that time. Many deemed its powers too radical. "The great defect of our railroad laws generally," said Governor Roberts, "has been the want of adequate and practicable remedies to enforce what is legally required of them." The new Texas commission could not only classify freight and fix the rates for railroads and express companies, but it was specially empowered to enforce the obedience of the railroads. John H. Reagan, United States senator, yielded to the urgent request of

Governor Hogg to accept the chairmanship of the commission. His action in resigning a high office with a large salary to accept at a smaller salary the much more difficult and burdensome task of inaugurating the new railroad commission was a fine act of patriotism. The commissioners organized June 10, 1891, and at once set to work to make equitable rates. In most cases the rates were reduced below those nominally in force, for it was found that the railroads were allowing rebates and special rates below their published rates. The beneficial results of regulation were soon shown by greater activity in intra-state shipments, in the construction of mills and factories within the state and in better prices for farm products.

Those who had opposed the creation of a railroad commission were not inclined to submit to its control without a contest. On April 30, 1892, the Farmers' Loan and Trust Company, of Baltimore, filed suit in the Circuit Court of the United States for the Western District of Texas against the railroad commissioners, etc., for the purpose of restraining them from enforcing the rates established on the International and Great Northern Railroad, because it was claimed these rates were so low that they did not permit the road to earn operating expenses and interest on the bonds and were, therefore, confiscatory. It also attacked the constitutionality of the act creating the railroad commission. Similar suits were brought by five other roads. On August 22, 1892, the commission was temporarily enjoined from enforcing its rates on the roads of the plaintiffs. The suit was carried to the Supreme Court of the United States and the constitutionality of the Texas railroad commission law was fully sustained, but the enforcement of the rates already established was enjoined.

During the year and a half that the work of the commission was at a standstill, the railroads increased their rates, practiced the abuses in which they had formerly indulged and once more demonstrated to the people of Texas the great desirability of adequate railroad regulation.

While the constitutionality of the commission law was pending in the courts, it was assailed from another quarter. Under the ostensible plea that the vigorous enforcement of the laws and the advocacy of new measures for the control of corporate business had crippled business, frightened away capital and checked immigration, the transportation, commercial and financial interests in the Democratic party organized to prevent Hogg's re-election. Judge Clark, who had led the fight against the adoption of the commission amendment, was selected to lead their cause. The supporters of Governor Hogg at once branded the scheme as an attempt to overthrow the commission, and the campaign again was waged on this issue. The Clark forces denied that they planned to abolish the commission, but advocated popular election of commissioners to be "clothed with such constitutional powers as may be requisite for the protection of the people against injustice and extortion." The new Populist party also declared for an elective commission. The friends of the existing law pointed out that the election every two years of a new commission would not only seriously handicap this body, but would be a constant temptation for the railroads to enter into politics. They were willing to make the commission elective, if the terms of the commis-

sioners were extended to six years and only one commissioner chosen at each biennial election. Hogg was renominated. An amendment to the constitution, extending the term of railroad commissioners to six years, was submitted in 1893 and adopted at the next general election.

"There can be but little doubt that the most important results achieved by the state through the work of the railroad commission have been the almost complete abolition of discriminations between persons and places, and of the fluctuations in rates due to competition and rate wars. Steady and uniform rates are far more essential to the business community than low rates, and these two qualities have been secured in larger measure as a result of the commission's work." (Potts' *Railroad Transportation in Texas*, 172.) The prevention of discrimination was exceedingly difficult, and was accomplished by providing the commission with liberal funds with which to prosecute investigations and suits for violations of law and finally by the passage of an act in 1899 prescribing a penalty of from two to five years in the penitentiary for any railroad official who should be found guilty of granting rebates or unjust discriminations. The most tenacious form of discrimination to succumb was the free pass evil. Denounced for more than twenty-five years, it was not stamped out until the act of 1907 largely suppressed it.

Intimately connected with the subject of fixing freight rates was that of controlling the capitalization of railroads. "Next to the commission," said Governor Hogg, "I regard the regulation of the issuance of stocks and bonds by railway companies as the most important question affecting public interests * * * The railways of this state * * * Have outstanding against them \$455,250,744 in stocks and bonds, or an amount [equal to] more than one-half the assessed valuation of all the property within the state, including the railways themselves." He showed that the railroads were rendered for taxation at a valuation of only \$63,000,000 or less by \$392,000,000 than the amount of their indebtedness. For the past seven years the railroads had increased their obligations on an average of \$30,000,000 annually. The railroads claimed a right to earnings sufficient to cover all their expenses and interest on their indebtedness. The courts sustained their contention. The result was that the people of Texas were confronted with the unwelcome prospect of paying the interest on a huge debt created in violation of the constitution for the benefit of railroad manipulators. "If a man attempts to impose an obligation on another in writing without his consent, he is guilty of forgery and subject to imprisonment in the penitentiary * * * What is the difference in principle distinguishing such an act from one where a corporation in fact imposes upon and makes the public pay millions it does not owe?" The enactment of a stock and bond law was an issue in the Hogg-Clark campaign. The platform of 1892 demanded its enactment. Governor Hogg urged the same upon the legislature that assembled in 1893, saying "fictitious bonds are not capital nor the representatives of capital; they are the fruits of crime." The law enacted empowered the railroad commission to ascertain the value of every railroad in the state. The values thus ascertained were to form the basis for all future issues of stocks and bonds, and no other indebtedness secured by lien or mortgage on a company's property could be issued in

excess of these values. The railroad commission was given ample power to give effect to these provisions, each bond having to pass through its hands and to be registered by the secretary of state to be valid. The fixing of the values of the railroads, of course, forms the crux of this measure. Values increase and decrease; the railroad commission has adhered to its original valuations. With the advance in values railroads have clamored for revaluations. Since the indebtedness on railroads already built, when the commission's valuations were made, exceeded by far their real value and which the commission had no power to reduce, any increase in their properties has served to establish a more equitable ratio between value and outstanding securities. The stock and bond law "has not only stopped the increase of fictitious stocks and bonds, but has actually resulted in a decrease in the average amount of the outstanding securities per mile of line. This result is worthy of remark in view of the fact that the last twenty years have seen a marked increase of the outstanding capitalization on the other railroads in the United States. The average amount of capital stock per mile of line in Texas has been reduced from \$15,000 in 1894, to \$8,400 in 1913, or a decrease of more than forty-four per cent. The bonded indebtedness per mile of line has been reduced from \$25,700 per mile to \$23,200, or a decrease in the mortgage debt of nearly ten per cent. The total amount of both stocks and bonds has been reduced from \$40,800 in 1894, to \$31,600 in 1913, or a reduction of more than twenty-two per cent." (C. S. Potts, in *The Annals of the American Academy of Political and Social Science*, May, 1914, p. 164-65.)

Closely related to the effort to control the indebtedness of railroad corporations was the law regulating and restricting the issuance of bonds by counties, cities and towns. A number of counties and cities had contested the validity of their bonds; thereby innocent purchasers were subjected to expensive and tedious legislation, and stains of fraud were cast upon securities bearing the name of Texas. A law was enacted which provides that bonds can be issued upon following conditions only: the levying of an annual tax sufficient to pay interest and create a sinking fund, rate of interest not to exceed six per cent, and term of the bonds not to exceed forty years. The attorney general must examine each proposed issue of bonds to ascertain whether these conditions have been observed, and the comptroller must register the bonds in his office. When these requirements have been observed, the validity of bonds cannot be called in question. A large portion of the permanent school fund is invested in bonds of cities and counties; but the law was broader in its bearing than securing this fund against loss; careful scrutiny tends to reduce extravagance, undoubted validity made possible a low rate of interest and has gained for Texas securities an enviable reputation in the markets of the world.

LAND OWNERSHIP

"There is a land famine in most of the old world and in many sections of the new. In the natural drift of affairs it may reach Texas within the next generation. Nothing can so readily precipitate it as the land corporation." (Governor Hogg's message to the Twenty-third Legislature.) Land corporations at that time owned about forty million

acres, or one-fourth of all the land in Texas. An act was passed declaring the unrestricted ownership of land by private corporations a perpetuity, and therefore prohibited by the constitution. The chartering of land corporations had been prohibited since 1885, but foreign corporations were still permitted to acquire lands in this state. Further acquisition or ownership of land by land corporations was prohibited, except in payment of debts due. The lands then owned were required to be sold within fifteen years, and those that might be acquired in payment of debt must be sold within fifteen years after such acquisition. No corporation is permitted to hold more land than is necessary to enable such corporation to do the business for which it was chartered in this state. Lands in excess of such purposes acquired in the collection of debt or otherwise must be sold in good faith within fifteen years after their acquisition. To enforce this act provision was made for selling the lands of refractory corporations by judicial proceedings. Corporations for the lease, purchase, sale of subdivisions of land within incorporated towns and cities and their suburbs are not included in the terms of this act.

A second act dealt with the subject of alien ownership of land in this state. It provided that from that time forward no alien or person who is not a resident of the United States shall acquire title to or own any land in this state, except in the ordinary course of justice in the collection of debts. The law did not prohibit the acquiring of liens or the lending of money and the securing of the same upon real estate. Aliens owning land in Texas were permitted to retain possession, but as soon as these lands changed ownership this act became operative. Aliens who acquired land subsequent to the passage of this law were allowed ten years within which to sell the same. In case of failure to sell, provision was made for sale through judicial procedure. The law in its terms applies only to rural property. It expressly permits aliens upon equal terms with all other persons to hold lots or parcels of land in incorporated towns and cities.

Amendments to the constitution were adopted in 1891 which substantially replaced Article V, creating the judicial department. Beginning with Governor Coke each governor had recommended reform of the judiciary. The new article finally accomplished a reform. In many respects the present organization of the judiciary, no doubt, is superior to the one discarded, but there is still much complaint upon the heads of prompt and business-like dispatch of cases and the cost attending suits. Not only was the reform of the judiciary noteworthy, but the judges that were selected were men of exceptional probity and learning; a number of them, after a lapse of twenty years, were still members of the courts to which they were originally chosen, and others stood at their posts until they responded to the summons from beyond. The higher courts of the state were manned by judges in sympathy with the reforms then making, and presented a wide contrast to the federal judges then in Texas, whose freedom in granting injunctions and declaring state laws unconstitutional occasioned the recommendations, that life tenure be abolished, which appeared in successive Democratic platforms about this time.

Summing up the results of the reforms of his administration Governor Hogg said, recently the foundations of the state "have been relaid strongly, securely, to the end that the sovereign people may maintain, control and operate their governmental affairs at the lightest expense, without menace from any source." In an address before the Texas House of Representatives, January, 1897, W. J. Bryan said, "I have been gratified the better acquainted I have become with the laws to know that in the matter of securing just and efficient laws the state of Texas is taking the lead among the states of the Union. In fact, I doubt if any state in the Union has reached a more advanced position on the question of corporation law—in the regulation of these great corporations, which to a great extent are doing the work of the country." (House Journal, 1897, p. 123.) Senator Culberson, in a speech at Dallas, October, 1912, pointed out that, instead of originating in certain Republican states, notably in Wisconsin, "this progressive movement began in the Democratic state of Texas under the leadership of James S. Hogg ten years before La Follette was governor of Wisconsin and while Roosevelt was police commissioner of the City of New York.

"This movement took form in Texas in 1890, when corporate and selfish interests here were beginning to be more powerful than was consistent with the general welfare, and which, had they not been promptly curbed, would finally have placed this state under a corporate rapacity as insatiable and oppressive as that which prevails in California and Pennsylvania. * * *

"The purpose in Texas then was not to replace a representative with a pure Democracy, not to govern by the people in mass rather than by their chosen representatives, but to make representative government more efficient and more truly representative of the whole people, and to regulate and hold in check corporations which were levying unrestrained tribute upon the people." (Dallas News, October 19, 1912.)

HOGG-CLARK CAMPAIGN

The period of reform was marked by extraordinary political activity. The Hogg-Clark campaign of 1892, with its mottoes of "Hogg and the Commission" and "Turn Texas Loose," was in many respects the most remarkable contest the state ever witnessed. Public interest in the election was universal and popular feeling in certain localities approached closely to partisan fury. The contest ended in a split of the Democratic state convention into two factions—a progressive Democracy led by Hogg and a conservative Democracy led by Clark. The silver question, although a national issue, strengthened the breach. During this year the Populist party entered the lists in this state: it was skillfully led and drew a large support to its declaration of principles and proposed reforms. Many were dissatisfied with the monopolistic tendencies of the national Democratic party and with the domination by a political machine of the party at home. The contest between Hogg and Clark arrayed the machine forces on one side and the plain people on the other. Hogg received 190,486 votes, Clark 133,395 and Nugent 108,483. The Democratic victory, however, did not check the growth of the Populist

party, notwithstanding that many of the reform measures received their hearty endorsement. (The Life Work of Thomas L. Nugent, 204.) The Pullman strike, which extended to this state, and President Cleveland's high-handed method of dealing with it caused much dissatisfaction. Cleveland's anti-silver policy, the panic of 1893, resulting in monetary stringency, falling prices and low wages, vexed and distressed the people, leaving them little to hope for in the future in the way of relief from existing unhappy conditions should the Democrats continue in power. The campaign of 1894 promised to be a severe test of the Democratic party's strength in Texas. In March peace was made between the Hogg and Clark factions at a harmony meeting held for that purpose. Among the candidates for governor were Charles A. Culberson, John H. Reagan, John D. McCall and S. W. T. Lanham—all prominent, capable, "free-silver" men.

When Hogg entered the race for governor in 1890, he was deeply interested in the choice of an attorney general who would conduct the office along lines in harmony with his own policies. It was partly at his suggestion that Culberson entered the race, and the latter conducted the office with eminent ability as well as fidelity to the policies of Governor Hogg. The race nevertheless was very close; a short time before the convention the governor openly supported the attorney general; still a "deadlock" seemed in prospect for the convention. To avoid this contingency, a resolution was offered to abolish the two-thirds rule in making nominations, and after much debate it was adopted by a vote of 481 to 374. The two-thirds rule had been strictly adhered to in this state from the earliest conventions, but its abolition was followed by another resolution "that hereafter the relative strength of each candidate in the several counties shall be allowed to be represented in the state convention." With the party machinery then in use this suggestion was impracticable. The platform, however, demanded the enactment of a primary election law, and the one passed in 1905 gives to each candidate the benefit of every vote cast for him in determining his standing before the state convention. This provision has greatly increased the importance of the individual voter and proportionately minimized the importance of the convention. Culberson received the nomination, but was furnished a platform which declared against "free silver." He had expressed his views upon this subject before his nomination, and did not alter them afterwards; it was purely a national question, but the dissatisfaction of the gold Democrats was increased nevertheless. The election resulted in 207,167 votes for Culberson and 152,731 for Nugent. The state's finances and the condition of the country made economy imperative; important reductions were made in official fees. A voluntary arbitration law, a fellow-servants act, and the first primary election law were passed. The anti-trust law was amended so that it became the strongest in the Union. The first text-book law in this state was enacted. Frequent changes in the text-books in use and the exorbitant price charged for them had long made such legislation desirable. Improvements in successive acts have made the one passed in 1911 one of the best to be found upon this subject. But the able and progressive character of his administration did not forestall the necessity of making

a strenuous campaign for re-election. He received 298,528 votes and Jerome C. Kearby, the Populist candidate, 238,692 votes—the largest vote ever polled against the Democratic party in Texas; it was also the last formidable opposition offered; each succeeding election has shown a decrease in the total vote of opposing parties. In his second inaugural Governor Culberson said, "The campaign through which we have just passed was the most virulent and vindictive in our history. * * * To have passed uninjured in character through that storm of malice and hate and political depravity and received decisive expression of the faith of a great people is to me unpurchasable and priceless. * * * But above personal indorsement and vindication is the distinctive triumph here of the great party to which most of us belong, and the assurance of good government for the state. Whether the one shall be enduring and the other perpetuated through that agency may be influenced by your deliberations. Broadly speaking, what is demanded to further these results is that we act uprightly with the people. Not a single promise of legislation which we have made should go unredeemed, and no substantial public interest be disregarded. In a still larger and nobler sense, the ambition of all should be the advancement and the grandeur of Texas. Glorious in her infancy, rich in her later memories, splendid in her present achievement, and limitless in promise and in future, she offers exhaustless material for the betterment of mankind and the building of a mighty commonwealth."

CHAPTER XXXV

MEN AND MEASURES

The following chapter, devoted to the political events in Texas, from the redemption of the State from "Carpet Bag and Scallawag" rule down to the present, will deal with "Men" with such incidental reference to "Measures" as are deemed necessary to properly record the activities of those who assayed to direct the destiny of the State from a political standpoint.

The overwhelming majority of the democratic party was calculated to make aspirants to place and power indifferent to preconvention and pre-election promises made, either by the candidates or convention platforms.

A story told of a colloquy between the conductor of a railway train and a passenger illustrates the attitude of many candidates. The conductor is said to have remonstrated with the passenger for standing on the platform of the car. The passenger asserted that "platforms were made to stand on;" the conductor retorted: "No, they are made to get in on." This theory has been adopted by many candidates in recent years; elected and inducted into office, they forgot, or purposely ignored, every promise made prior to election. This is not true of all, but of many; and serves to illustrate the evil effect of a majority, which makes the "nomination equivalent to election."

There are some sidelights on the deliberations and actions of political conventions, which should be interesting to those who participated and in a measure instructive to the general reader.

The first Democratic State Convention held in Texas assembled in the City of Waco in May, 1857.

It was called to order by John Marshall of Travis County, the Chairman of the State Executive Committee. M. D. Rector of Rusk County was made temporary Chairman and R. T. Brownrigg of Travis County temporary Secretary, Thomas P. Ochiltree and A. B. Burleson Sergeants at arms.

One hundred and seven counties were represented by delegates; there was a contested delegation from Tarrant County, from Birdville and Fort Worth respectively, the contest growing out of the rivalry caused by the contest for the location of the County Seat which was then being waged. The delegation from Fort Worth was seated and J. R. Wallace of the Birdville delegation given a seat by courtesy.

The platform, among other planks, favored the right of the owners of slaves into Free Territory, and the doctrine of State Rights was asserted in the following language:

"Resolved that the Federal Government is one of limited power derived solely from the Constitution, and the grants of power made therein ought to be strictly construed by all departments and agents of the Government, and that it is dangerous to exercise doubtful Constitutional powers."

Jim Wells of Brownsville and James W. Throckmorton of Collin County were members of the Convention, as was George W. Jones of

Williamson County, who afterwards strayed into the Greenback Camp. Jones was elected to Congress during the "Greenback" controversy and was several times an unsuccessful candidate for Governor on that ticket.

F. R. Lubbock, the candidate for Lieutenant Governor, served on the staff of President Davis of the Confederate Government and was State Treasurer for three successive years. Ochiltree went over to the republican party after the war and was a member of Congress for one term and was made United States Marshal during the Administration of President Grant.

The first democratic convention of more than ordinary interest was held at Austin, July 17, 1878. It met in an unfinished building known as the Millet Opera House. The floors of the building had not been laid, and the delegates, some 1,500 in number, occupied seats made of rough planks laid on empty beer kegs, two or three feet below the level of the street. A July sun shone in upon this mass of humanity, making it about as uncomfortable as could be imagined.

The candidates for the nomination were Richard B. Hubbard, then Governor of the State; J. W. Throckmorton of Collin County and W. W. Lang of Falls County.

The delegates supporting Hubbard being in the majority, a temporary organization was perfected by the election of W. S. Herndon of Smith County as Chairman and B. B. Paddock of Tarrant County as Secretary.

The report of the committee on credentials developed the fact that on a roll call by the counties the Throckmorton delegates were in majority and a permanent organization resulted in the election of M. D. K. Taylor of Marion for President and John Bookhout of Dallas County for Secretary.

The customary two-thirds rule was adopted, and after preliminary matters were disposed of balloting commenced, which developed that Hubbard was in the majority but did not have the necessary two-thirds. The balloting continued for several days without any marked change in the result. About the third day Throckmorton was withdrawn and his supporters cast their votes for W. W. Lang, demonstrating the assertion made in the opening paragraph that men rather than measures dictated and controlled political action. In the canvass preceding the convention, Mr. Lang had denounced the democratic party in the most violent and unmeasured terms, and yet men claiming to be democrats cast their vote for him as a candidate for the highest office within the gift of the State.

Lang was no more successful than Throckmorton. Hubbard still maintained a majority but not the necessary two-thirds. Lang was then withdrawn and Thomas J. Devine of Beaux County was placed in nomination, but was no more successful than the two preceding candidates had been. On the fifth day, it having become evident that Hubbard could not get a two-third vote and no one a two-third vote against him, it was ordered that a committee of thirty-two be appointed, sixteen from each of the adherents of Hubbard and Throckmorton, who were to select a candidate and report its findings to the convention.

The convention adjourned to allow the committee time to deliberate, and another day was consumed before it reached a conclusion. The committee met with thirty members present, and on the first ballot John H.

Reagan received fifteen votes, W. P. Ballinger of Galveston, two votes, John Ireland, five votes, R. Q. Mills of Navarro, three votes, O. M. Roberts of Smith and Charles Stewart of Harris, one vote each.

None of these men were candidates. The second ballot was nearly the same. In the meantime the two absent members of the committee, W. W. Walton and Wills Thompson, came in, and on the fourth ballot Roberts received eighteen votes, Reagan thirteen and Mills one, giving Roberts the necessary majority.

The members of the committee reported to their respective caucuses, which endorsed their action and so reported to the convention. The report of the committee was approved by the convention, and it then proceeded to the nomination of the rest of the State ticket. Joseph D. Sayers was nominated for Lieutenant Governor.

The usual democratic platform, as expressed by the national democratic convention of 1876, declaring in favor of a sound currency and reform in administration of the national government, was adopted; that the State debt must not be increased, taxes must be reduced, expenses not to exceed the revenue, the frontier protected, laws rigorously-enforced, public free schools maintained and convicts worked inside the walls of the penitentiary instead of being hired to the railroads and other large employers of labor.

The Greenback party, which had begun to assume some prominence in the State, nominated as its candidate for governor W. H. Hamman of Robertson County; for Lieutenant Governor J. S. Rains.

The Republicans put in nomination A. B. Norton of Dallas County. At the election in November Roberts received 158,933 votes, Hamman 55,602 votes and Norton 23,402 votes.

Governor Roberts' administration was eminently satisfactory. He adopted as his slogan "Pay as you go" and set his face sternly against every attempt to make expenditures in excess of the revenue. To him also was accredited the statement that "Civilization begins and ends with the plow."

In 1880 many of the men who went down in defeat with Hubbard endeavored to prevent the nomination of Roberts for a second term. The convention met in Dallas in July. The candidates were O. M. Roberts and J. D. Sayers, governor and lieutenant governor, respectively.

Many people differed with Governor Roberts in regard to certain features of his policy. There was also another element of influence which had begun to affect public sentiment; this was known as the "Young Democracy," which assayed to claim recognition as being more progressive in its policy of government than the older men of the party. They advocated the nomination of Lieutenant Governor Joseph D. Sayers, but the first ballot demonstrated that they were in a hopeless minority, and Roberts was nominated on the first ballot.

L. J. Story of Caldwell County was nominated for lieutenant governor. In that year E. J. Davis was the Republican candidate and W. H. Haman candidate of the Greenback party. In the election which followed O. M. Roberts received 166,001 votes; E. J. Davis, 64,382 and W. H. Haman, 33,721 votes. The second administration of Governor Roberts was productive of much constructive legislation. During that

term the State University was founded, and one million acres of the public domain of the State was set aside for a permanent University fund.

On November 9, 1881, the State Capitol was destroyed by fire, destroying practically all of the records of the State. A special session of the Legislature was called, which held its sessions in the Millet Opera House, the House of Representatives occupying the main auditorium and the Senate an adjacent hall. During this session a contract was entered into with a syndicate of Chicago capitalists, headed by Mr. I. B. Farwell and others, for the construction of a capital building upon plans and specifications submitted, for which they were to receive as full compensation three million acres of land in the Panhandle of Texas adjacent to the border of New Mexico. The land, at this time, was thought to be worth about fifty cents an acre. The Capitol building was reported to have cost the syndicate around \$3,500,000, so that the contract was considered favorable for the State. In the meantime a temporary Capitol was erected on land provided by the City of Austin adjacent to the Capitol grounds, which served until the new building was completed in 1888. The cornerstone of the new Capitol building was laid with imposing ceremonies on Independence day, March 29, 1885, and the building dedicated on May 16, 1888. The following particulars of the dedication ceremonies are taken from Wooten's History of Texas: "Public notice had been given of the occasion, and preparations had been made for it. The people—men, women and children—came from all parts of the State to the number, as estimated at the time, of from eight to ten thousand, who, upon their arrival upon the capitol grounds, beheld, to the astonishment and admiration of most of them, the magnificent granite structure, with its great expanse spreading out on Capitol Hill, 560 feet in length and 274 feet in width, with its body of granite blocks and ornamented pilasters looming up from its surrounding paved walk, three high stories surmounted by a dome patterned after that of St. Peter's at Rome, with the Goddess of Liberty on the top, holding aloft the five-pointed Texas star, 312 feet high. There it stood, the representative of Texas in its immense proportions, the representative of Texas in the materials of its construction; the representative of Texas in its large and increasing population; the representative of Texas in the commemoration of the early Texans whose valor and intellect acquired the three millions of acres of land that paid for its erection; the representative of Texas in the conception of its people of the day, to fasten together the four corners of Texas in an inseparable union in all time to come; the representative of Texas as the State's domicile, where its wise men shall meet and consult for fostering the interests and protecting the rights and liberties of all of its people. In anticipation of the occasion, and to do honor to it, a memorable incident in the history of Texas—there had been appointed a public military drill, for which suitable ground had been prepared near the city. It was attended by officers and soldiers of the United States army and a large number of militia companies of Texas. The Masonic fraternity had also furnished members of its body to do honor to the occasion, and they, with the bodies of military troops, formed in a procession to march to the capitol in the following order: The mounted police, the Masonic Grand Commandery

and Grand Lodge of Masons, Colonel Smith's Nineteenth United States Infantry and band, battery of United States Artillery, United States Cavalry, Galveston Band, Adjutant-General King and staff and a number of companies of the State militia. At the entrance of the capitol grounds Governor Ross, General Stanley and General Mexia of Mexico received the procession, which proceeded to and around the capitol; the body of Masons leaving it, proceeded to the stand in the south front of the building, where, under a broad high arch, were seated Governor Ross, General Stanley of the United States army, General Mexia of Mexico, General Benavides of Laredo, Texas, the speakers of the day; Hon. A. W. Terrell, Hon. Temple Houston and Col. Abner Taylor, the contractor for the building of the capitol, the Texas Veteran Association, the executive officers and other distinguished citizens, including three ex-governors and officers of the Legislature. This great concourse of people was a miniature embodiment of all the people of Texas assembled to dedicate their capitol, that should stand through countless ages an honor to all of the people that have lived and were living in Texas up to that good day—the 16th of May, 1888—and a bounteous gift to future generations for their use. All of them were anxiously awaiting the commencement of the ceremony when Governor Ross arose and introduced the Rev. J. C. Woolam, a veteran preacher and a veteran soldier of 1836, who offered an impressive prayer. Then Governor Ross, with all the pride of an old Texan and of presiding at the head of the government on this grand occasion and with a countenance beaming with the delightful conception of it, delivered an eloquent and feeling address. Hon. A. W. Terrell, in his happy style, traced the history of Texas from its infancy as a known country, through its trials and hardships, through its great achievements in the council and in the field of battle, through its social and industrial progress, from its small beginnings to a magnificent and extensive prosperity, inhabited by a people with nerve and enterprise equal to the task of its development. At the close of his address Hon. Temple Houston was introduced. He was the youngest son of the soldier and statesman who had led the old Texans in the battle that made the Texas star on the top of the capitol the emblem of Texas liberty and independence. The very sight of him, with the announcement of his name and parentage, brought a joyful memory of the past to the minds of the veterans present. He delivered a finished and appropriate address. Col. Abner Taylor, being introduced, addressed the people, congratulated them upon having the most elegant capitol (with possibly one exception) of any state in the Union, that had been most cheaply obtained without taxing the people for it, and expressing his personal gratification at having carried the work through to a successful completion. After the audience was notified of the close of the ceremony, there were many glad greetings of old acquaintances and friends thus brought together, as they gradually dispersed and left the building.

"The portraits of the presidents and governors of Texas, painted by Mr. William H. Huddle, a young man who was raised in Northern Texas, were purchased by the state, by an act of the Legislature of May 20, 1888. He also painted the large picture which hangs in the front corridor of the Capitol, representing the scene after the battle of San Jacinto, when

President Santa Anna was brought into the Texas camp a prisoner, and also a portrait of Davy Crockett, which were also purchased by the State. The portraits of the presidents and governors are hung up in the library of the Supreme Court, in the north room of the second story of the building."

During the second administration of Governor Roberts, disposition was made of nearly all of the public lands, the title of which remained in the State. Two million acres were equally divided between schools and the university and its branches; the mineral in lands belonging to the school fund, and other funds were reserved to the State; a State Land Board was created, consisting of the Governor, Attorney General, Treasurer, Comptroller and Commissioner of the general land office to have charge of the sale and leasing of all land surveyed, or to be here-



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after surveyed for the Common Schools, University, the Lunatic, Blind, Deaf and Dumb and Orphan Asylums funds, with general power for the management, sale and leasing of these lands. The minimum price fixed for the sale of the land was two dollars per acre, to be paid in thirty equal installments; five dollars per acre for land with timber, and three dollars for land with water.

The amount that might be sold to each person was limited to one section for land sold as agricultural or watered land and to seven sections of unwatered pasture lands. It was provided that pasture lands not timbered might be leased in quantities for stock and ranch purposes for not less than four cents per acre per annum, and for periods not exceeding ten years; a league and labor of land, which was equivalent to about 4,400 acres, was set aside for the school fund of unorganized counties which had not theretofore received any portion of the public domain.

The land commissioners put a larger price on the lands than the minimum price fixed by the Legislature. Dry lands were placed at eight cents an acre and watered lands at twenty cents per acre. This caused no little

disturbance throughout the unsettled portion of Texas, the ranchmen declining to pay what they considered an exorbitant price, preferring to take their chances for "free grass" until such time as the land was taken up by the actual settlers, which to them seemed very remote.

The inauguration of the University of Texas also occurred during the latter year of Governor Roberts' administration.

Among the disturbing incidents of the times was "fence cutting." The ranchmen, having enclosed large bodies of the public domain to which they had no title, were greatly annoyed and put to great expense by men who resented their action and showed their resentment by cutting the wire fencing, and the ranchmen, by their long use of other people's lands for grazing their stock, conceived that they had a vested right in the grass on these lands. It therefore became necessary to provide greater penalties to arrest the evil that had grown up, and Governor Roberts' successor, soon after his inauguration, convened a special session of the Legislature for that purpose.

The next convention was held at Galveston in June, 1882. At this time it seemed that there were very few aspirants for the office of governor, and it was handed to John Ireland of Guadalupe, almost by default. Marion Martin of Navarro was nominated for lieutenant governor.

By this time the Greenback party was developing more strength, and it nominated George W. Jones of Bastrop County for governor, E. W. Morton of Tarrant County for lieutenant governor. J. B. Robertson was nominated for governor, with Andrew Young for lieutenant governor, the latter being on the Prohibition-Union Labor ticket. At the ensuing election Ireland received 150,809 votes, Jones 102,501 and Robertson, 19,334 votes. Following a democratic custom Ireland was renominated in 1884 with Barnett Gibbs of Dallas for lieutenant governor.

George W. Jones ran again on the Greenback ticket and A. B. Norton of Dallas on the republican ticket. The vote at the ensuing election was proportionately the same as in the preceding election.

Governor Ireland's second term was characterized by a season of great unrest throughout the unoccupied section of the State. Ireland himself was opposed to any effort to increase the population of the unsettled districts, predicting that it would be but a few years before the people of Texas would be crowding each other into the sea.

Fence cutting was rampant throughout the Panhandle and Western area of the State, and the rangers were appealed to and detailed to put down the evil and to see that the laws made for the suppression of this evil were rigidly enforced. The result was that Ireland's administration was very unpopular with the masses of that section of the State.

A convention was held at Galveston August 11, 1886, for the selection of candidates, at which time L. S. Ross, D. C. Giddings, W. J. Swayne and Marion Martin were the candidates. It was demonstrated early in the convention that Ross had a very large majority of the delegates, and on the first ballot he received 438 votes; Swayne, 99; Martin, 99; and Giddings, 67. Ross was then nominated by acclamation with T. B. Wheeler of Eastland County for lieutenant governor. A. M. Cochran was the nominee of the republican party and E. L. Dohoney on the prohibitionists ticket.

At the ensuing election Ross received 228,776 votes, A. M. Cochran, 65,236 votes and E. L. Dohoney, 19,186 votes.

In 1888 the convention met in Dallas on the fifteenth day of August. Ross and Wheeler were re-nominated without opposition. At the convention resolutions providing for the regulation of railroads and favoring prohibition were voted down by an overwhelming majority. Later on it will be seen how rapidly public sentiment on these two important questions were undergoing a change.

Marion Martin, disappointed at not having received greater recognition from the democratic party, ran as an independent candidate. At this convention James Stephen Hogg "the stormy petrel" of Texas politics was nominated for attorney-general.

At the ensuing election Ross received 250,338 votes; Martin, independent candidate, 98,447 votes and W. A. Moses, running as a republican and prohibitionist, received 87,614 votes.

Several acts of Legislature of paramount interest were passed during the second administration of Governor Ross. Among these acts was the establishment of agricultural experimental stations in connection with the Agricultural and Mechanical College; provision for the location and erection of a lunatic asylum west of the Colorado River, the asylum at Austin having proved inadequate for the number of these unfortunates throughout the State. This asylum was located a few miles south of San Antonio. An act was passed to validate the act of the State Land Board, which was heretofore placed in charge of the disposition of school lands, it being claimed that they had exceeded the authority given them by the law; an act requiring railroad companies to keep their general offices within the State and for the President or Vice President and other principal officers to reside in the state; an act requiring railroad companies to provide separate coaches for white and colored passengers and an Anti-Trust Law.

These latter acts referring to railroads and the trusts were sponsored by Attorney-General Hogg, and it was by reason of his influence and activities that these laws were enacted. He insisted that if this legislation was passed that he could put the trusts out of business and Jay Gould in stripes. How much he lacked in accomplishing these purposes is known to every one familiar with the history of the state. An amendment to the state constitution having for its object the creation of a railroad commission for regulation of railroads in this state was adopted by the Legislature, submitted to the people at the succeeding general election and ratified by a vote of the people.

Before the close of Ross' second administration another organization, styled the Farmer's Alliance, which originated in a meeting at Pleasant Valley, Lampasas County, became a factor in Texas politics.

The "Grange" had existed for some years and had co-operated with the Labor Unions but had made but little progress in directing state affairs. The Alliance spread with great rapidity, and while it professed to be non-political it never failed to take an active interest in political matters. It did not, as an organized body, put forth candidates for office but contented itself with giving its support to the man whom it considered best to serve its purpose. They were impelled to take an active part in

politics for the protection of their interests. This was caused by the general belief that railroad charges were exorbitant and detrimental to the interests of the farmers.

The administration of Governor Ross, taken as a whole, was the most universally approved of any administration prior to or since that time.

On August 12, 1890, the Democratic State Convention met in San Antonio and James Stephen Hogg, T. B. Wheeler and Gustave Cooke were candidates for governor.

Before the first ballot was concluded it was evident that Hogg had a more than two-third majority of the delegates present and Wheeler and Cooke withdrew and Hogg was nominated by acclamation. George H. Pendleton of Bell County was nominated for lieutenant governor. The platform followed closely after the last platform of the National Democratic Convention, declaring for a tariff for revenue only; opposed to federal aid to education and the loan of money upon any kind of security; the prosecution of trusts and in favor of free silver.

Webster Flannigan was a candidate for the republican party, E. C. Heath of Rockwell County for the prohibitionist party.

At the ensuing election Hogg received 262,432 votes; Flannigan, 77,742, and Heath, 2,235 votes.

As before stated, Hogg was the "stormy petrel" of Texas politics. He favored and secured the passage of an act providing for a railroad commission to be appointed by the governor with authority to fix rates, to hear and determine controversies between the railroads and their patrons, abolishing maximum freight rates, prohibiting the issuance of free passes and many other drastic regulations. He also secured the passage of a law authorizing the formation of corporations for the purchase of insolvent railroads by order of court. He advocated and carried into effect the passage of laws against fraudulent and fictitious issuance and circulation of railroad stock and bonds; and to restrict counties and municipalities in the issuance of bonds; to enact amendments; strengthening the laws in regard to trusts and conspiracies against trade; to hold receivers of railroads liable for damages or injuries causing death to persons; strengthening the law passed by the Twenty-second Legislature limiting and regulating the rights of aliens to own real-estate in Texas; to prohibit corporations from owning land in this State on prescribed conditions; the Election Law providing for the registration of voters in cities of 10,000 population, known as the "Australian ballot" system. All of these laws had been prominently discussed for many years, but it was left to the potent influence of J. S. Hogg to see them written in the statute books of the State of Texas.

Governor Hogg appointed on the railroad commission John H. Raegan, at that time a member of the United States Senate, Judge W. P. McLean and L. L. Foster as railroad commissioners.

The railroad commission did not have plain sailing at the outset. The Farmers' Loan and Trust Company of New York, acting for the security holders of the railroads, secured from the United States courts an injunction against the railway commission and the state authorities, prohibiting them from carrying into effect the provisions of the act creating the commission. The case was carried to the United States

Supreme Court and decided in favor of the state, and the commission proceeded to the exercise of the function for which it was created. This litigation continued nearly to the end of the first term of Governor Hogg. Meanwhile strong opposition was manifested throughout the state against the commission as a whole, and particularly the provision making the commissioners appointive by the governor. The opposition proceeded to the formation of a faction within the party and was supported largely by the daily press of the state and a large number of the leading and prominent members of the party. The weekly press and country papers were practically unanimous for Hogg and the commission.

Organizations were perfected in nearly all counties of the State, and the Honorable George Clark of Waco, who had been the attorney for nearly all of the railroads, in fact all but two of them, was selected as the man who was to lead the opposition against the nomination of Hogg for a second term. The canvass was spirited and enthusiastic, and the lines between the Hogg and Clark factions of the party were closely drawn. It was admitted that the question of a railroad commission had been settled, but objection was made to the terms of the law as adopted, and that the commissioners should be elected instead of appointed by the governor. In no previous campaign had there ever been such universal public interest manifested in a state election, and popular feeling at times and in certain locations rose to a high pitch of partisan furor. Leading men in all parts of the state took the stump, and there was a very thorough public discussion of the points of division throughout the country.

In support of Clark were most of the leading and prominent men of the State. The final trial of strength came at the State Democratic Convention, which was held at Houston on August 16, 1892. When the convention met it was discovered that the attendance was greater than had ever been known at a state convention. There was no hall in the city large enough to accommodate the immense crowd of delegates, to say nothing of the great mass who was interested in the result and who had attended the convention to use its influence on the side favored by it. The convention was held in a building constructed for housing street cars and afterwards became known as the "car-stable" or "car-shed convention" to distinguish it from the separate body, which organized in Turner Hall after the split in the regular convention. The body was called to order by N. W. Finley, Chairman of the State Democratic committee, who, after reading his address, called for nominations for temporary chairman. Jonathan Lane of Fayette County, representing the Clark faction, was nominated by A. L. Matlock of Tarrant County and John L. Shepard of Camp County was nominated by T. J. Brown of Grayson for the Hogg faction. Mr. Finley called for a roll call of counties, to which Mr. Matlock objected, and demanded that the vote be taken viva voce for the reason that there had been no report of a credentials committee and no one knew the number of votes to which each county was entitled. The chair ruled against Mr. Matlock's contention, and the roll call proceeded amid scenes of great violence and riotous disorder. On completion of the roll call Mr. Shepard was declared elected temporary chairman. Meanwhile the Clark faction had put the nomination of Mr. Lane to

a viva voce vote, and he was declared elected. Both men took the platform and proceeded to call the roll of counties for the selection of committees on platform, permanent organization and credentials. It was feared, for a time, that serious violence would occur, and it was only prevented by the firmness of a few men. The whole afternoon was consumed in the appointment of these committees by the opposing factions, and night fall came by the time it was concluded and the convention adjourned until the following morning.

A majority of the democratic state committee was favorable to the Hogg faction, and at a meeting held that night it was ordered that badges be distributed to the various county delegations, and no one should be admitted to the convention hall the following morning except such as were in possession of the badges. The police department of the city



IRRIGATED FIELDS

was appealed to and furnished policemen to see that this order was executed. The Clark men as a rule were not provided with these badges, and when they presented themselves at the door of the convention hall they were denied admittance. After a hasty consultation they repaired to the Turner Hall and proceeded to the organization of a separate convention with Jonathan Lane as chairman.

The proceedings of the two bodies went on without further incident until the adoption of a platform came up in the carshed convention. There were two reports from the committee on platform and resolutions which had had an almost all night prolonged and stormy meeting. The majority report was signed by John H. Reagan, chairman of the committee, and the minority report by D. C. Giddings, Dudley G. Wooten and E. P. Hamblin. The main point of divergence in these two reports was on the currency and coinage issue. The majority report favored free and unlimited coinage of silver and the minority report was for sound money. The minority report was defeated after a prolonged debate, and Colonel Giddings moved as a substitute for the financial part of the majority report the exact language of the national democratic platform on the same subject, which was voted down, and the majority

report was adopted. The supporters of Clark, a few of whom had gained admittance, considered this an equivalent to the deliberate repudiation of the national democratic party platform, and they took no further part in the proceedings, but did not join the Turner Hall convention.

The "car-shed convention" then proceeded to the nomination of the various candidates for state offices, and J. S. Hogg was nominated for governor and M. M. Crane of Dallas for lieutenant governor. The remainder of the ticket consisted of Charles A. Culberson for attorney-general, W. B. Wortham for treasurer, John D. McCall, comptroller; W. L. McGaughey for land commissioner.

The Turner Hall or Clark convention nominated George Clark of Waco for governor, C. M. Rogers for lieutenant governor, E. A. McDowell for attorney-general, C. B. Gillespie for comptroller, T. J. Gores for treasurer and W. C. Walsh for land commissioner. A. L. Matlock of Tarrant County was chosen as chairman of the state executive committee on the part of the Clark faction and Waller S. Baker of McLennan County chairman of the executive committee for the Hogg faction. The campaign which followed was the most spirited, enthusiastic and bitter of any ever experienced in the political history of the state. Leading men of both factions closed their offices, abandoned their business and professions and took the stump for the candidate whom they favored. Mass meetings, huge in numbers and attended with all the pomp and circumstance which the ingenuity of their promoters could devise, were held in all parts of the state.

The republicans held a convention in Fort Worth in September and endorsed the Clark wing of the democratic party and recommended the election of George Clark. This was done with a view to still further aggravate the dissension in democratic ranks and with the hope of gaining some prestige for the republicans. The split in the republican ranks followed this action, and a small faction put in the field candidates of their own, Andrew J. Houston of Dallas, a son of Sam Houston, being their candidate for governor. Opposed to the democrats were the populists or people's party, whose nominee for governor was Thomas L. Nugent of Tarrant County. He was supported by the Farmers' Alliance, the Grange, the populists and many prohibitionists.

Marion Martin, who had abandoned the democratic party, it having failed to recognize his claims for place and position, was nominated for governor.

The general election, which was held on the eighth day of November, resulted in the election of the Hogg ticket, Hogg receiving 190,486 votes, Clark, 133,395; Nugent, 108,483; Houston, 322 votes. The candidates on the Hogg ticket were inducted into office the following January.

The Legislature, which convened in January, 1893, submitted an amendment to the constitution providing that the railway commissioners should be elected by the people, the tenure of office being for six years, and after the first election one of the commissioners should be elected every two years. This amendment was adopted by the people by a very large majority, which was the only measure advocated by Clark democrats which received the approval of the democracy of the state.

The Legislature proceeded with due diligence to the amendment of the laws suggested and advocated by Governor Hogg. Prominent among these amendments was a law which provided that no private corporation whose main purpose was the ownership of land by purchase, lease or otherwise should be allowed to acquire land in this state; all such corporations, at that time owning land in this state, were required to sell the same within fifteen years; all corporations authorized by previous laws to do business in this state whose main purpose was not the acquisition of land should sell the same within fifteen years, except so much thereof as might be necessary for the transaction of their business; no private corporation to be permitted to purchase land unless the land so purchased was necessary to enable said corporation to do business in this state, except where land was purchased in the due course of business to secure a debt previously incurred. This law was not made applicable to lease, purchase or sale within incorporated towns or cities and the suburbs thereof, or within two miles of the limits of said incorporation; an act to give the state through its officers supervision and control over the issue of bonds, stock and other securities by railroad companies, and to prevent an illegal and injurious increase of their indebtedness by watering stock or bonds or by any other improper means so that the railroad commission might be enabled to justly fix freight rates with reference to the value and expense of operation of the roads; to provide penalties for violation of the law and to prescribe the duties of the railroad commission and the attorney-general in relation thereto; to give the state regulation and control of the issuance of bonds by cities, counties and towns; and to prevent the excessive and illegal issue of such bonds to secure their validity when issued; to provide for the manner of their payment; and that when such issues were approved by the attorney-general and registered by the comptroller their validity should not be questioned in judicial proceeding except for fraud and forgery.

This amendment, while severely criticised at the time, came to be heartily endorsed and approved by the public as being calculated to enhance the value of municipal securities.

Before following farther the current of political events, as directly applicable to state affairs and because of its relation to succeeding campaigns, an account of proceedings of the state convention called to name delegates to the national democratic convention and presidential electors will be of interest.

A state convention for the purpose above mentioned was called to meet at Lampasas in May, 1892, at which a resolution was introduced to instruct the delegates to the national democratic convention to vote for no man who was not known to be in favor of the free and unlimited coinage of silver at the ratio of sixteen to one of gold. This was considered equivalent to instructions against the nomination of Mr. Cleveland. A heated and exciting debate followed, participated in by the leaders of both sides, which resulted in the defeat of the resolution and the adoption of one that declared Cleveland to be first choice of Texas democrats.

The agitation thus begun on the coinage and money issue originated in the division in democratic ranks, which continued with increased vio-

lence and antagonism until the issue was finally settled and was eliminated from both national and state politics.

As the time approached for the nomination of candidates for the succeeding campaign the leading members of both the Hogg and Clark factions, realizing that it would be a matter of great concern with democrats generally, in view of the increasing strength of the "people's party," concluded that it was to the interest of the party that these dissensions should be healed that the party might present a united front to the opposition. To this end a conference was had between Mr. Matlock, representing the Clark faction, and Mr. Baker, representing the Hogg faction, and a joint meeting of the two executive committees was called to meet at Dallas on March 19, 1894.

In addition to members of the respective committees a large number of prominent democrats from all parts of the state attended the meeting to aid by their counsel and advice in producing harmony. The meeting at Dallas lasted for two days, and it was with extreme difficulty that those who favored harmony between the two factions were able to agree upon a plan by which the party might be re-united and which should involve no sacrifice of principle on the part of any democrat nor the imposition of any terms calculated to bring humiliation to anyone who had participated in the contest between these two factions. After much deliberation and discussion a basis of agreement was adopted by which the executive committee of the Clark faction was to cease its activities, and that the executive committee of the Hogg faction should constitute the only recognized democratic state executive committee; that the executive committee presided over by Mr. Matlock should be dissolved and that the call for the next democratic state convention should be issued by Chairman Baker and his committee and all good democrats were appealed to to unite in cementing the party and promote its success.

The campaign of 1894 was fairly opened early in May with six candidates for the democratic nomination for governor, to wit: John D. McCall, C. A. Culberson, Heber Stone, John H. Cochran, S. W. T. Lanham and John H. Reagan. All of these candidates made an active canvass throughout the state, and although all were avowedly within the democratic party and advocates of its principles, as they respectively understood them, yet there was a wide divergence of opinion upon many of the vital issues both of state and national import. They were all what was called free silver men, advocating the free and unlimited coinage of silver at a ratio of sixteen to one.

From this it will appear that the statement made earlier in this chapter is demonstrated, that the issue before the people was frequently one of men rather than of measures and that the choice between these men would be a question of personal preference. Judge Reagan's long and distinguished public career, his advocacy of the creation of the Interstate Commerce Commission, was calculated to make him very strong before the people and particularly the older citizens. Mr. Culberson's fidelity to the policies of Governor Hogg and his administration as attorney-general, his vigor and youth, rendered his candidacy formidable. Mr. McCall's record as comptroller gave him a substantial following among conservative business men. Mr. Lanham's congressional career, his mag-

netic eloquence and general popularity with all classes gathered to his support an extensive influence throughout the state. The following of Heber Stone and J. H. Cochran was negligible. The exceeding activity of the populist party at this time made it evident that a mistake on the part of the democrats would add very materially to the voting strength of the populists. The convention assembled at Dallas on August 14, 1894. Judge J. R. Fleming of Baxter County was selected temporary chairman, and the usual committees on credentials, permanent organization, platform and resolutions were selected by senatorial districts. While these committees were at work, the principal candidates for governor, Messrs. Reagan, Lanham and Culberson, were called upon to address the convention, and responded with speeches of considerable length and vehemence. There was considerable delay in perfecting permanent organization, and it was the afternoon of the following day that the committee on credentials and organization made their report, which was promptly adopted. W. R. Hamby, of Travis County, was elected permanent chairman, and other minor offices were filled. Then came a new and unprecedented proposition to a democratic convention, to wit: The abolition of the two-thirds rule, which had been in force since 1832. This proposition was made by the adherents of Culberson, again demonstrating the truth of the assertion earlier made in these pages that men, and not measures, were the dominant influence in Texas politics. There had been an earnest and lengthy contest over this matter in the committee on permanent organization, but it finally declined to report either way, leaving the question to be fought out and decided by the convention.

After several hours of debate the roll was called by counties resulting in 480 votes for the abrogation of the two-third rule and 374 votes for the retention of the same. The next struggle was over the platform. The committee on resolutions had consumed much time and labor trying to arrive at a conclusion satisfactory to the contending views of the committee, but in vain. The result was two reports representing the ideas of the majority and minority members of the committee. The majority report was signed by its chairman and seventeen others, while the minority report was signed by J. W. Blake and twelve others. The principal point of cleavage between these two reports was on the monetary question. The majority report followed closely the utterance of the national platform on this subject, while the minority report favored the free and unlimited coinage of gold and silver at the ratio of sixteen to one. A spirited and able debate was indulged in, which lasted for several hours. It was long past midnight when the final vote was begun by counties and the majority report was adopted. This was regarded as a victory for those who represented the Clark wing of democracy in 1892, and they were correspondingly jubilant. Notwithstanding the lateness of the hour caucuses of the Lanham, Culberson and Reagan delegations were held before the delegates retired for the night. At the Reagan caucus it was determined that his chances for nomination were too remote to justify his continuance in the contest. When the convention assembled the next morning nominating speeches were made, and after the withdrawal of Reagan balloting commenced, which resulted in the nomination of Culberson, with George T. Jester, of Navarro, for lieutenant.

ant governor, M. M. Crane, of Johnson, for attorney-general, A. J. Baker, of Tom Green, for land commissioner, R. W. Finley, of Smith, for comptroller, and W. B. Wortham, of Travis, for treasurer.

The populist party presented as candidate, Thomas L. Nugent of Tarrant and Marion Martin of Navarro for governor and lieutenant governor respectively. The republicans had two tickets in the field, known as the "Lily-Whites" and the regulars of "Black-and-Tans." J. B. Schmitz of Denton and W. W. Mann were the candidates of the "Lily-Whites," with J. K. Makemson and R. B. Renfro for the "Black-and-Tans."

That the full import of what follows may be understood by the general reader the fourth plank adopted by the convention is submitted in full.

"We held to the use of both gold and silver as the standard money of the country, and the equal coinage of both metals without discriminating against either metal or charge for mintage; but the dollar unit of coinage of both metals must be of equal intrinsic and exchangeable value, or be adjusted through international agreement, or by such safeguards of legislation as shall insure the maintenance of the parity of the two metals and the equal power of every dollar at all times in the markets and in payments of debts, and we demand that all paper currency shall be kept at par with and redeemable in such coin. We insist upon this policy as especially necessary for the protection of the farmers and laboring classes, the first and most defenseless victims of unstable money and a fluctuating currency."

The campaign opened vigorously and was continued with unabated zeal until the election. Mr. Culberson made his opening address at Goliad. He announced in favor of the free and unlimited coinage of silver and gold at the ratio of sixteen to one. This was regarded by the sound money wing of the party as having repudiated the platform on which he was nominated, which again supported the statement made earlier in these pages that men rather than measures exercised the greater influence in the selection of public servants. This action on the part of Mr. Culberson produced considerable feeling in party ranks and some defection among democrats and was the cause of a somewhat reduced vote for Mr. Culberson.

The result of the November election was as follows: Culberson, 297,167 votes; Makemson, the regular republican nominee, 54,520; Schmitz, "Lily-White" representative, 5,026; Thomas L. Nugent, populist, 152,731 votes. This is the largest vote the populist ticket had received up to that time, and is accounted for by the defection in the ranks of the democracy caused by the abandonment of the democratic nominee of the democratic platform. Mr. Culberson's administration met with the approval of a majority of the citizenship of the state. Among the more prominent laws passed was that of regulating the holding of primary elections of political parties and to prevent illegal voting at the regular elections.

During the summer of 1895 a sensational incident occurred which gave Governor Culberson much notoriety throughout the country. Arrangements had been made in the early part of the year for a prize

fight between two noted pugilists, J. J. Corbett and Robert Fitzsimmons, which was promoted by a noted gambler and citizen of Dallas in October of that year. The moral element in the state entered a vigorous protest, and the courts were resorted to to prevent the fight. A test case was made at Dallas before Judge Hurt, of the Court of Criminal Appeals, who held that there was no law to punish prize fighting in Texas. The governor called the Legislature in special session on October 1, 1895, for the purpose of enacting an adequate and explicit statute on the subject. The legislature promptly passed the desired law, and this ended the matter so far as Texas was concerned. The fight was transferred to Mexico, at a remote point opposite Langtry on the Rio Grande, where a few enthusiastic sportsmen attended the contest.

At the first meeting of the Legislature under Culberson's administration the primary election law was enacted. The bill was drawn by Hon. A. W. Terrell, one of the most prominent and talented of the bar of Texas. He devoted much time and labor to its preparation. When it was introduced in the House of Representatives numerous amendments were offered by men who were ambitious to leave the impress of their genius on the laws of the state, regardless of their value, or whether they would improve the original bill. By the time they were through, the author of the bill would not have recognized it and disclaimed responsibility for it. It was one of the most intricate, complex and unintelligible pieces of legislation ever written in the laws of any state. Few, if any, who were charged with its execution, understood it or were able to say how it should or could be carried into effect. It was many years, and after amendments were made by succeeding legislatures, before it became a "workable law."

The original intention was to give the electorate an opportunity to select their public servants. But it had just the opposite effect, the people have no means of selecting their public servants. All that they are permitted to do is to vote for the least objectionable of the men who offer for office. One result was to foist upon the public men of inferior attainments and fitness for the office they seek. Another, and a very serious effect, was to increase the expense of their candidacy. Men hesitate to become candidates because of the enormous expense. To illustrate: It costs a candidate for governor from \$20,000 to \$75,000 to be elected. The office pays \$4,000 per annum. The same proportion follows every office in the state, counties or municipalities. It is one of the most pernicious statutes ever enacted. The primary system has been engrafted on the statutes of most of the states. The slogan, "Let the people rule," caught the imagination of the masses and they are the sufferers.

The convention in 1896 renominated Culberson and Jester for governor and lieutenant-governor, respectively, and N. M. Crane for attorney-general.

There was a spirited contest over the financial plank of the platform, but the free-silverites won by a handsome majority.

Culberson's second administration was devoid of any special feature of public interest worthy of mention in this narrative.

The democratic convention, called to select delegates to the national democratic convention, met in Galveston and resulted in a dual set of delegates that were termed the "Goldbugs" and "Free-silverites."

When the national convention assembled in Chicago it was evident that the goldbugs had no prospect or chance of being seated, and their credentials were withdrawn, leaving the field to the free-silverites. As is well known, W. J. Bryan of Nebraska, was nominated as candidate for president, which resulted in a split in the democratic ranks and a subsequent convention nominating Palmer and Buckner to represent a sound money wing of the party.

The populists nominated for governor, Jerome G. Kirby of Dallas, confessedly the strongest man they had ever presented to the electorate of Texas. The ensuing election resulted in Culberson's receiving 298,528 votes and Kirby, 238,692, which was the high-water mark of the populist party in Texas.

The contest for the office of governor in 1898 was one of the most spirited and hotly contested in the history of the state, with the single exception of the Hogg-Clark contest in 1892. The leading candidates were Joseph D. Sayers, then a member of congress, N. M. Crane, attorney-general of the state and Col. R. M. Wynne, of Tarrant County. Before the canvass was concluded, Crane and Wynne withdrew from the race and Sayers was nominated, with J. N. Browning, of Potter County, for lieutenant-governor and Thomas S. Smith, of Hill County, for attorney-general.

Barnett Gibbs, of Dallas, who had been a prominent and leading democrat all his life, abandoned the democratic party and ran as a populist candidate. At the ensuing election Sayers received 285,438 votes and Gibbs 107,088 votes.

Sayers' administration was devoid of any feature of general interest. Matters of state moved on smoothly and satisfactorily to the public, so that when the convention of 1900 met at Waco in August of that year, Sayers, Browning and Smith were renominated by acclamation.

There was a spirited contest in the convention over the platform, Hogg and Crane leading the free-silverites and Smith and Senator Bailey the sound money wing of the party. Again the free-silverites were in the majority, and their financial views were adopted.

The republicans nominated R. E. Hanney for governor. At the following election Sayers received 267,337 votes, Hanney 121,173 votes, which was the largest republican vote ever cast in Texas up to that time.

As in the preceding term of Governor Sayers nothing of prominence or special interest developed. Sayers made a conservative and most people thought a wise executive.

The only feature of special interest with which he was associated resulted from the Galveston storm of September 8th of that year, which, as well known, practically destroyed that beautiful city, causing a loss of more than 7,000 lives and many million dollars of property. Governor Sayers went to New York to lay before the

people of that city the desperate conditions of the people of Galveston, which resulted in the chamber of commerce of the State of New York and the merchants' association of the City of New York sending a steamer loaded with supplies, in charge of Thomas B. Corwine, for the relief of the people of Galveston. One favorable result of Governor Sayers' visit to New York was the formation of a strong committee of the prominent business men of the state and City of New York which visited Texas the following spring to investigate the economic conditions in Texas.

The committee traveled in a special train and was met at New Orleans by a delegation of Texans, who escorted them through the state. They spent nearly a month in Texas, Visiting the principal cities and towns from the coast to Red River, and their report was very favorable to the state and its industries and did much toward establishing better relations between Texas and the business interests of the east. Governor Sayers was highly commended for the part he took in bringing about this result.

In 1902 the democrats nominated S. W. T. Lanham, of Parker County, for governor, and George D. Neal, of Navasota, for lieutenant-governor, and C. K. Bell, of Tarrant County, for attorney-general.

The republicans nominated George W. Burkhart, of Anderson County, for governor. The populists nominated J. M. Mallett and the prohibitionists, G. W. Carrow. At the ensuing election the democratic ticket received 269,676 votes, the republican 65,916, the populists 12,387 and the prohibitionists 8,768 votes.

The most prominent legislative enactment during Governor Lanham's term was the passage of the intangible assets law, by which a commission composed of state officers were authorized and empowered to assess against the several railroads of the state such an amount as, in their judgment, was just and equitable and represented the value of their franchises separate and apart from their tangible property. To this was added the market value of outstanding bonds and stocks, thus converting a liability into an asset. This law was hotly contested by the railroad corporations in the courts of the state, but was finally decided to be constitutional.

In 1904 Lanham and Neal were renominated for governor and lieutenant-governor, respectively, and J. G. Lowden, of Taylor County, and Sam Davidson, of Tarrant County, were nominated by the republicans for the offices of governor and lieutenant-governor, respectively. At the ensuing election the democratic ticket received 167,200 votes, the republican ticket, 51,242 votes.

The second administration of Governor Lanham was marked by conservatism and without any feature of unusual public interest.

There was a spirited pro-convention contest in 1906, at which Thomas M. Campbell, of Anderson County; O. B. Colquitt, of Dallas County; C. K. Bell, of Tarrant County, and S. P. Brooks, of McLinnan County, were the candidates.

It was soon apparent that the following for Mr. Brooks was in pronounced minority. It was not thought that his name would be put before the convention, but the delegate who had been selected to

make the convention speech in behalf of Brooks insisted on placing him before the convention. On the first ballot Campbell led by a very large plurality, and Colquitt withdrew from the race. A second ballot between Campbell and Bell resulted in the nomination of Campbell.

A. B. Davidson was nominated for lieutenant-governor and R. V. Davidson for attorney-general. The republicans nominated Cary A. Gray for governor. At the following election Campbell received 283,942 votes and Gray, 42,169 votes.

Campbell's administration was productive of more legislation of a general nature than had been witnessed in Texas for a number of years. Among the innovations advocated and carried into effect was a diversion of a large sum of the permanent school fund for the construction of a state railway from Palestine in Anderson County to Rush in Cherokee County, in which latter place was a branch of the Texas penitentiary and an iron deposit which had been promoted and operated with indifferent success for a number of years. Arguments of the proponents of this innovation were that it would afford transportation of the products of the penitentiary and be instrumental in the further development in the iron mines. The railway has been a stupendous failure from its inception up to date. Every year has shown large and increasing deficits, which had to be met from the general revenue of the state. Efforts have been made from time to time to dispose of the property by sale or long lease, without avail. It served to demonstrate the fact that government management of railroads is not a success.

Another prominent piece of legislation was the enactment of what was known as the Robertson Insurance Law, which provided that the insurance companies doing business in Texas should deposit a large percentage of the securities derived from the investment of premiums received on Texas policies in the state treasury. This resulted in the withdrawal of twenty-one of the most prominent insurance companies from Texas. Several efforts have been made from time to time to secure the repeal of this statute, but without success.

In 1908 Campbell and Davidson were renominated for governor and lieutenant-governor, respectively, and A. B. Davidson for attorney-general. John N. Simpson, of Dallas, a life-long democrat, accepted the nomination of the republican party for governor. R. R. Williams, an obscure blacksmith living at Cumby in Hopkins County, was announced as an independent candidate for governor. This was looked upon as a joke by many people, but as the canvass proceeded it became evident that a very large number of the democrats of Texas who did not approve of Governor Campbell's methods of administration were going to vote for the "village blacksmith," and Governor Campbell and his friends proceeded to make a very spirited canvass in his behalf. When the day of the election came a great many democrats, not relishing the idea of defeat, deserted the Williams' standard and voted for Campbell, who was elected by the smallest vote that any democratic nominee ever received up to that time. It was a severe rebuke to Campbell, from which he has never recovered.

Notwithstanding the personal popularity of Colonel Simpson, the republican candidate, he received only about 70,000 votes.

One favorable result of this election was that Campbell's second administration was more conservative than his first.

In 1910, O. B. Colquitt was again a candidate for nomination for governor, at which time he was successful, having for his running mates A. B. Davidson as lieutenant-governor and Jewell P. Lightfoot for attorney-general. J. O. Terrell, of Baxer County, was the nominee of the republicans. At the ensuing election Colquitt received 173,993 votes and Terrell 26,107 votes. Colquitt's administration of his first term was devoid of any special interest.

In 1911 the Thirty-second Legislature enacted a suspended sentence law, by the terms of which a jury, finding the accused guilty, might assess a penalty with the proviso that its enforcement should be suspended pending the good behavior of the accused, and that in the event he was accused of any other violation of the law that the suspension would be abrogated and the sentence enforced.

There was a strong opposition to this law, and a test case was carried to the Court of Criminal Appeals, which, however, sustained the law. The result has been very unfortunate and a large number of criminals convicted of crimes and misdemeanors have been turned loose upon the community without punishment; many of whom failed to profit by the leniency granted them and continued to violate the laws.

After a spirited canvass in 1912, in which W. F. Ramsey, of Johnson County, was a contestant for the nomination, the latter running on the prohibition platform, Colquitt was a successful candidate by a majority of little more than 40,000 votes. Will H. Mayes of Brown County, was nominated for lieutenant-governor and B. F. Looney for attorney-general. C. W. Johnson, of Young County, was the nominee on the republican ticket and Mr. Redden Andrews, candidate of the socialist party, which for the first time made an organized effort for recognition. The vote at the general election was Colquitt, 229,176 votes; Johnson, 21,221 votes, and Andrews, 16,785 votes.

The second administration of Governor Colquitt's was spectacular from start to finish. He endeavored to engraft upon the statute books several innovations of a drastic nature. Among the most prominent was an effort to establish a Texas State Bank.

He proposed that the gold bonds in the permanent school fund, amounting to \$17,800,000, should be the basis of the capital stock of the bank. State banks were to be required to become stockholders to the extent of five percent of their capital. One half of the reserve of state banks was to be deposited in the State Bank of Texas. The accounts of escheated estates, the current accounts of the secretary of state, comptroller of state and school fund balances, the whole making an aggregate of about \$14,500,000, were to be kept in the State Bank of Texas.

It provided that the bank should be controlled and governed by nine directors, three to be chosen by the State Board of Education, three by the constitutional elective officers of the state and three to

be chosen by the State Bank and Trust Companies, who were required to invest a part of their capital stock in the State Bank of Texas, these directors to select a manager and other employes. The bill was presented at the first special session of the Thirty-first legislature, but defeated by a very decided majority.

Another measure advocated by the government was the passage of a law regulating the acreage of cotton by the farmers of the state. The bill was prepared by the attorney-general and submitted to the Legislature on October 6, 1914, accompanied by a message urgently seeking the enactment of the law. The purpose was to bring about a reduction in the cotton acreage in Texas for the year 1915.

As originally presented, it provided that farmers should not plant more than 50 per cent as much cotton in 1915 as was planted in 1914,



GINNING COTTON

and prescribed that any violation of the act should be considered a felony.

This penalty raised such a storm of indignation from the Red River to the gulf that, on the 9th of October, the governor submitted another message, in which he stated that the bill had been prepared with great care by the attorney-general, but, on account of his absence from the capital, he did not have time to read it carefully. In this message he stated: "I do not recommend, in fact, I am opposed to, making any violation of the law providing for its object an enforced reduction of the cotton acreage for 1915 a felony." He recommended that sufficient misdemeanor penalties would be far enough to go along this line. Even with this modification the Legislature declined to pass the bill, much to the discomfiture of the governor.

Another measure of state-wide interest was an amendment to the constitution to the state, which had been submitted to and adopted by

the people. It was what was known as the "Home Rule" law. The purpose of this was to enable cities of more than 5,000 population to frame charters and articles of incorporation for their government, and which, when submitted to the people of the city and adopted by them, should become the law without any action by the Legislature. The proponents of this measure adopted a slogan, "let the people rule," and the constitutional amendment was adopted by a very large, in fact, an almost unanimous vote. A few, who had made a study of municipal government and were therefore more competent to form a wise and unbiased judgment, opposed the amendment, but they were in a hopeless minority.

The Thirty-third Legislature when it met proceeded to enact a law carrying this measure into effect. "Let the people rule" exercised as great an influence over the lawmakers as it did over the voters of the state, and the law was enacted. It provided among other things that no city, having adopted its charter, could amend the same but once in two years, which provision has returned to plague the administration of cities. It would be manifestly impossible for any man or set of men to prepare a charter that would cover and meet all conditions, and any error of omission or commission would have to stand for at least two years.

During the second administration of Governor Colquitt the attorney-general, Mr. B. F. Looney, was very active in bringing suits against corporations and business associations, the most prominent of which was a suit instituted against the Magnolia Oil Co. and the Corsicana Petroleum Co., Texas corporations; the Standard Oil Co. of New York, the Standard Oil Co. of New Jersey, John D. Rockefeller, John D. Archbold, H. C. Folger and a number of other individuals commonly known as the Standard Oil crowd, for violations of the Texas Anti-Trust Law and to recover penalties amounting to \$99,275,000.00. It was known by all men and must have been familiar to the attorney-general that the Standard Oil Companies and members thereof, being non-residents of Texas, could not be subjected to the jurisdiction of the courts in the case, neither of these corporations having properties in the state or permits to do business therein, and none of such individual defendants being or residing in the state. It was therefore manifestly apparent that this suit, as far as it applied to these foreign corporations, was instituted more for political effect and to give prominence to the author than for any hope of collecting any such mammoth sum of money from them.

This opinion was verified by the fact that the suits were never brought to trial, and that the attorney-general compromised them and gave the defendants a clean bill of health upon the payment, by the non-resident oil companies, of the sum of \$500,000, and that each of the other defendants should be adjudged not guilty of violating the anti-trust laws of Texas.

Another suit, which attracted much attention, was against the Missouri, Kansas & Texas Railway Company of Texas for violation of the law prohibiting consolidation of competing lines. This suit was also compromised by the attorney-general. Another suit, and

one for which there was possibly less excuse than for any other, was brought on June 27, 1914, against the Texas Business Association, an organization ostensibly for the promotion of the business interests of the state. This organization was supported by voluntary contributions from the corporations in Texas interested in the development of the state, by the banks, business houses, business concerns and individuals. It was charged with using its funds and influence for political purposes. The court issued an injunction prohibiting any corporation, for whatever purpose organized, from making any further contributions to this association. The Business Men's Association in its answer made an emphatic and explicit denial that any of its funds had been used for political purposes, or that any of its activities were in the interest of any candidate or party. It agreed to submit, and did submit, its books and accounts for the examination of the courts and the attorney-general's office to substantiate its contention. These books and vouchers are still in the city of Austin and the case has never been brought to trial.

In 1914, James E. Ferguson, of Bell County, entered the list as a candidate for governor, appealing to the farmers and particularly the tenant farmers of Texas for their support, promising that, if elected, he would advocate and if possible secure the enactment of laws governing rents of agricultural lands, whether the same should be a cash rent or a share of the crops. The Farmers' Union, under leadership of Peter Radford, espoused Ferguson's cause, and, while contending that the Farmers' Union was not in politics, advised its members to vote for Ferguson. Ferguson announced that during his administration there should be no legislation on the prohibition question, if he could prevent it, and that any bill or measure on this subject by either pros or antis, if passed by the legislature, would receive his veto.

The prohibitionists had four or five candidates in the field, among them being Thomas H. Ball, of Harris County; William Poindexter, of Johnson County, and Cone Johnson, of Smith County. They recognized the fact that with the prohibition vote divided among them, defeat was inevitable. A conference was arranged between the candidates and their friends to eliminate several candidates and unite on one, and Mr. Ball was selected to lead the prohibition host. At the primary election Ferguson defeated Ball by a very handsome majority. W. P. Hobby, of Jefferson County, was nominated for lieutenant-governor, and B. F. Looney for attorney-general. John W. Philp, of Dallas County, was nominated by the republicans and Henry Faulk by the socialists. At the ensuing election, Ferguson received 229,167 votes; republicans, 21,291 votes; socialists, 16,785 votes.

Ferguson failed in his effort to secure the legislation promised the farmers and his administration was practically devoid of any significant feature.

In 1916, Ferguson, Hobby and Looney were renominated by the democrats; R. B. Creager, of Bexar County, by the republicans, and E. R. Metzger by the socialists. At the ensuing election the democrats received 284,767 votes, the republicans 47,631 and the socialists 18,870 votes.

During the latter part of 1915 the Normal Institute, at Canyon, was destroyed by fire, and the insurance money, amounting to about \$106,000, was collected by the state, and, at the direction of Governor Ferguson, deposited in a bank of which he was president, instead of being deposited with the state treasurer, where it rightfully belonged. When the Legislature assembled articles of impeachment were presented against the governor, and, after a long and warmly contested trial, Ferguson was found guilty of malfeasance in office and deposed, and Lieutenant-Governor Hobby succeeded to the office of governor.

In 1918, W. P. Hobby was nominated as a democratic candidate for governor; W. A. Johnson, of Hall County, for lieutenant-governor, and C. M. Curiton for attorney-general. Charles A. Boynton, of McLennan County, was nominated by the republicans for governor, and John C. Scott for lieutenant-governor. At the ensuing election the democratic ticket received 148,962 votes, the republican ticket 26,713 votes.

The contest in 1920 was the most spectacular in the history of the state. The candidates for the democratic nomination were: Pat M. Neff, of McLennan County; J. W. Bailey, claiming Cooke County as a place of residence; R. E. Thomason, of El Paso County, and B. F. Looney, of Hopkins County. In the primary election to select delegates to the national democratic convention at San Francisco, Mr. Bailey devoted himself almost exclusively to an effort to secure delegates to the San Francisco convention who were opposed to the administration of President Wilson, and who should be in favor of withholding any endorsement of the president and his policies by the national convention.

It was contended by many that had Mr. Bailey refrained from his assault upon President Wilson and confined his efforts to the advocacy of state questions he would easily have been nominated at the primary to select candidates for state offices. He made a brilliant canvass of the state but was defeated overwhelmingly.

Notwithstanding this he continued his canvass for the nomination for governor, and at the primary ran second to Mr. Neff; Thomason and Looney following in the order named.

Under the primary laws of Texas a second election was held between Neff and Bailey, and the former was an easy winner, Bailey receiving about the same number of votes that his ticket had received in the primary election for delegates to the national convention.

Listening to the speeches made by the rival candidates and their friends in the second primary and reading communications from the advocates of their candidates printed in the newspapers of the state, one would be irresistibly forced to the conclusion that the vital issue in the campaign was whether Mr. Bailey's home was in Washington, D. C., or Gainesville, Texas, and whether candidate Neff was born in 1871 or 1872. At first flush it would seem that these were trivial and unimportant questions, but under the surface there was some ground for these issues.

If Bailey's home was in Washington, D. C., and not in Gainesville,

Texas, he was ineligible to the office of governor and could not qualify and be inaugurated, if elected.

The date of Candidate Neff's birth did not reach the question of his qualification or eligibility for the office. It was contended and endeavored to be shown by his opponents that on various, divers and sundry occasions he had made the statement that he was born in 1872. The application was that if he was born in 1872 he was subject to draft for service in the World War then raging in Europe, that in order to escape this draft, he asserted and offered evidence in support of the claim that he was born in 1871 and therefore not subject to draft.

The effort to make it appear that he was a "slacker" seemed to have produced no effect on the public mind, and he was nominated by a very handsome majority.

Lynch Davidson, of Harris County, was nominated for lieutenant-governor, and C. M. Curiton, for attorney-general.

Ex-Governor Ferguson proceeded to the organization of what he called the American party, with T. H. McGregor, of Travis County, as a candidate for governor.

In the following election the democratic ticket received 289,880 votes; the republican, 115,640 votes, and the American party, 47,699 votes.

There have been several contests for senatorial and congressional honors of more than ordinary interest. Among the earliest of these was that between Throckmorton and Maxey. The latter had been elected to the United States Senate to succeed the notorious J. W. Flannigan, and he was a candidate for re-election before the Seventeenth Legislature in 1881. Throckmorton, having been recently defeated for the nomination for governor, became a candidate for the United States Senate.

Both men canvassed the state before the election and were at Austin with a horde of supporters who zealously advocated the nomination of the man of their choice. Maxey was elected by a handsome majority in both houses, but, like many other politicians, he sacrificed his friends to conciliate his enemies, and when his term expired and he was a candidate for re-election he found himself confronted with a large number of those who had previously espoused his cause.

Upon the ascension of Grover Cleveland to the presidency the democratic party, having been out of power for a long time, had a host of applicants for every public position at the disposal of the president. Maxey had neglected his friends and recommended men for these positions who had hitherto opposed him. Candidates for the United States Senate included Maxey, John H. Reagan, John Ireland and Thomas L. Nugent, all of whom had a number of followers in each house. Maxey and his friends sent out a distress call to men who had before that supported him, requesting them to come to Austin and assist him in securing the nomination. A great many of them responded to the call, but when they arrived at the capital they used their influence for some other man than Maxey. Balloting was

had in each house for thirty consecutive days, when John H. Reagan secured the majority votes and was declared the nominee.

When the railway commission was formed, Governor Hogg tendered the chairmanship of the committee to Senator Reagan, who accepted the same and tendered his resignation as United States senator. Governor Hogg appointed Horace Chilton, of Smith County, to serve for the remainder of Reagan's term.

At that time Roger Q. Mills was the idol of the democratic hosts, and a howl of indignation and remonstrance went up from all parts of the state, from Red River to the gulf. Chilton's service was of short duration, for when the legislature met they proceeded to elect Mills with practical unanimity.

Cleveland's second term was practically a repetition of the clamor for offices on the part of the democrats. The democracy of the Galveston district nominated George P. Finley, a prominent lawyer of Galveston. He was a brilliant man and very popular in his home city, but, unfortunately for his political success, he endeavored to carry water on both shoulders. His district ran along the gulf, nearly to the Rio Grande, in which there were a large number of rice and sugar planters, wool growers and cattle men. The national democratic platform had pronounced in favor of a "tariff for revenue only." Finley said he was in favor of a "tariff for revenue" with incidental protection for rice, sugar, wool and hides. Thomas P. Ochiltree, a noted character in Texas politics, was his opponent and came out squarely for protection upon the industries mentioned. The result was a victory for Ochiltree. In the succeeding election Ochiltree was again a candidate but was defeated by Walter Gresham. Finley was appointed collector of customs at Galveston by President Cleveland.

Another interesting contest was in 1886, in the district composed of Dallas, Tarrant, Kaufman, Ellis, Hill and Johnson counties. Olin Wellborn, of Dallas, then a member of Congress, was a candidate for re-election with Barnett Gibbs, of Dallas; Jack Beale, of Ellis; H. M. Furman, of Tarrant, as opposing candidates. Convention met at Waxahachie and lasted an entire week, when the most sable of "dark horses" in the person of Jo Abbott, of Hill County, received the nomination. Wellborn served out his term, but never returned to Texas. When Congress adjourned he went to San Diego, California, and President Cleveland subsequently appointed him to the Bench of the United States District Court, which position he still holds.

Another spirited contest was in the Fort Worth district between Poindexter, of Johnson; Lee Riddle, of Hood, and O. W. Gillespie, of Tarrant. The convention balloted for several days without success, when Riddle withdrew and threw his strength to Gillespie, who was nominated and served for three terms.

That the party collar has not fitted very snugly in Texas is evidenced by the fact that for the census of 1910, and before congressional apportionment was had, the state was entitled to two additional congressmen to be elected from the state at large. At this election, "Cyclone" Davis, who had been a pronounced and uncompromising opponent of the democratic party at every issue and at

every election, was elected as one of the congressmen-at-large from the great Democratic State of Texas.

There were other contests, always within the ranks of the party, but the above are the most prominent.

SENATORIAL CONTESTS

In the latter part of 1912 Senator J. W. Bailey resigned his seat in the United States Senate. He gave as reason for this action that he was weary of being maligned and traduced by his political enemies, and having his actions criticised and his motives impugned, all of which made his further services undesirable to himself and greatly impaired his usefulness as a senator from the great State of Texas.

Accepting his resignation, Governor Colquitt appointed R. M. Johnston, the then editor of the Houston Post, to serve for the unexpired term of Senator Bailey which would come to an end the following March. This would give Mr. Johnston the honor for a period of about six weeks, and it was thought that no one would object to this honor or contest his confirmation by the legislature.

The Honorable Morris Sheppard, then a member of the House of Representatives in the United States Congress, who had gone before the people in the primary held July 27, 1912, and had been nominated by the primary, was announced as candidate for the short term caused by the resignation of Mr. Bailey. When the matter came before the legislature on the 28th of January, 1913, Sheppard was nominated receiving eighty-seven votes in the House and seventeen in the Senate as against fifty-four for Johnston in the House and twelve in the Senate. On the joint ballot the following day this vote was repeated and Sheppard nominated.

In the primary election held July 27, 1912, to select a candidate for the United States Senate, for the term beginning March, 1913, the candidates were Morris Sheppard, Jake Walters, C. B. Randell and Mat Zollner. All of these candidates made a thorough canvass of the state, and Sheppard was nominated by a plurality vote of about 8,000. As already related, this result was confirmed by the legislature by a unanimous vote. This was the last time that the Texas Legislature would have any voice in the selection of the United States senators, a law having been passed for the election of United States senators by direct vote of the people.

In 1916 a primary election was held to select a United States senator to succeed the Honorable C. A. Culberson, the then incumbent of the office.

In this primary the candidates were C. A. Culberson, of Dallas, O. B. Colquitt, of Dallas, R. L. Henry, of McLennan County, S. P. Brooks, of McLennan County, and T. M. Campbell, of Anderson County. In the primary election none of these candidates received a majority, Culberson and Colquitt leading; and a second primary was therefore held to make a choice between these two.

The principal argument made against Mr. Culberson was on the ground of his ill health. His opponents endeavored to show that he was physically unable to discharge the duties devolving upon him, but his

supporters and advocates were able to show that, while his physical condition was not robust, he had been in his seat in the Senate chamber at all times, and voted and acted upon the measures coming before that body. At the second primary Culberson received 165,182 votes and Colquitt 94,098 votes.

THE BAILEY INVESTIGATION

One of the most sensational episodes in Texas politics was the investigation, by the Texas Legislature of the personal and political activities of Joseph Weldon Bailey. It is designated as a political activity advisedly, for it was apparent that the purpose was to discredit Mr. Bailey.

In January, 1907, Mr. Bailey was elected to the United States Senate by the Thirtieth Legislature to succeed himself. Mr. William A. Cocke, a member of the House of Representatives from Bexar County, presented to the House a series of charges, thirty-five in number, covering every activity of Mr. Bailey, of a personal, business and official nature, in a period of about seven years, during which time he was member of Congress either in the House or Senate.

Subsequently he filed seven additional charges. The House appointed a committee of seven to investigate these charges. Similar charges were presented in the Senate and a like committee of investigation appointed. The committees were consolidated and proceeded to the work assigned them as one committee.

The House committee, which was given charge of the proceedings, were H. A. O'Neal, T. H. McGregor, J. A. L. Wolfe, J. H. Robertson, T. D. Cobbs, I. A. Patton and C. H. Jenkins. The Senate committee sat with the House members, but the conduct of the case was committed to the members from the House. Mr. Cocke was the prosecutor and W. L. Crawford, M. M. Crane, J. E. Cockrell, F. M. Etheridge and R. C. Porter of Dallas, political opponents of Mr. Bailey, tendered their services to aid in the prosecution.

Mr. W. Hanger of Fort Worth and J. W. Odell of Cleburne and T. N. Jones of Tyler represented Mr. Bailey.

William Poindexter of Cleburne was employed by the Senate to represent that body in the investigation.

It is unnecessary here to reproduce the charges. Suffice it to say that they covered every activity of Mr. Bailey of a political, business and personal nature. It was contended that the interests which employed Mr. Bailey from time to time were influenced, not so much on account of his legal attainments and business qualifications as for his personal and political influence. This was stressed in the examination throughout the entire proceedings.

The committee sat for about a month, and witnesses from all parts of the country were examined and the books and correspondence of the individuals and companies which he served were brought before the committee.

At the conclusion of the hearing Mr. Wolfe offered a resolution covering the salient portion of the evidence and concluding with the following paragraph:

"Mr. Cocke filed some forty odd charges against Senator Bailey, the most of which were of the gravest character, and many of which,

if true, would have constituted felonies. It appears that he made these charges without personal knowledge of a single fact upon which to base them. They were founded on rumor, and after having been given the freest opportunity for four weeks to establish his charges and having signally failed to prove a single one of them, I, for one, do not feel as a member of this committee or as a representative of the people of Texas, that I should gratify his desire for further notoriety.

Respectfully submitted,

J. A. L. Wolfe.

We concur in the above.

H. A. O'Neal, T. D. Cobbs, I. A. Patton.

There were three reports of the findings of the committee. The



AN OIL FIELD

majority report was signed by H. A. O'Neal, T. D. Cobbs, I. A. Patton and J. A. L. Wolfe, and concluded with this language:

"That said findings entitle Senator Bailey to the further finding that he is not guilty of the charges preferred against him, and he is hereby exonerated therefrom."

There were three minority reports by Mr. Jenkins, Mr. Robertson and Mr. McGregor. Mr. Jenkins reviewed the evidence, but failed to express any opinion as to the guilt or innocence of the accused, in which Mr. McGregor concurred. Mr. Robertson reviewed the evidence at great length and concluded with the following: "It is my opinion that the evidence fails to establish any act of corruption on the part of Senator Bailey, or any act of malfeasance in office which would disqualify him as a United States Senator."

Thus ended this spectacular and sensational proceeding. But the opposition to the Senator did not end. His political enemies continued to arraign him before the bar of public opinion, until, as elsewhere stated

in this narrative, he resigned his seat in the senate and retired to private life.

One of the most sensational episodes of a quasi-political character ever staged in Texas was the prosecution of the Waters-Pierce Oil Company, a Missouri corporation authorized, in conformity with law, to transact business in Texas.

The suit against this organization was based on the allegation that a majority of its stock was owned by the Standard Oil Company and that this was a violation of the Anti-Trust laws of the state. An order of court was obtained placing the property of the company in the hands of a receiver, who took over all the assets and machinery of the company and proceeded to conduct its business along the lines which the company had pursued. It was asserted, and seemed capable of proof, that it continued to practice discrimination as to persons and places, as the company was charged with doing.

The company was fined the sum of \$1,800,000, and its permit to do business in Texas cancelled and the property ordered sold and was bought, at receiver's sale, by the Pierce-Fordyce Oil Association. The latter made application for a permit to do business in Texas. After examination by the attorney-general, as the law provides, the permit was granted.

It was out of the activities of Senator Joseph Weldon Bailey, in securing this permit, that the prosecution of Senator Bailey was founded. This matter is presented elsewhere in these pages.

PROHIBITION

The campaign for prohibition in Texas has been peculiar and varied. The first effort to secure a constitutional amendment prohibiting the manufacture, importation and sale of intoxicating liquors in the State of Texas was made in 1887. The legislature passed an amendment for this purpose, which was submitted to the people on August fourth of that year. The campaign was very spirited, led on either side by some of the most prominent citizens of the state, preeminent among whom were the Hon. George Clark of Waco, the Honorable R. Q. Mills of Corsicana. When the ballots were counted there were found to be 129,270 for the amendment and 229,627 against the amendment, being a majority of 100,357 against the amendment.

There were prohibition candidates at almost every election in succeeding years, the vote varying from less than 2,000 in 1900 and never reaching as many as 10,000 for a number of years until 1911. In July of that year another election on the constitutional amendment was submitted and was defeated by less than 5,000 votes. Similar experience was had in the following years. In 1912 the prohibition candidates polled 1,130 votes, in 1916, 3,726 votes. Another constitutional amendment was submitted in August, 1919, when the amendment received 159,723 votes. The majority in favor of prohibition was 19,622.

The succeeding legislature passed stringent laws to carry the amendment into effect. During these years many laws were passed regulating the liquor traffic, among them being statutes prohibiting the sale of liquor to habitual drunkards and to minors and for closing saloons on

Sunday at nine o'clock at night. All of these laws were flagrantly disregarded by many of the liquor dealers, which, together with the fact that many persons voted against local option who favored prohibition by the national government, accounts for the marked change of sentiment as indicated by the result at the 1919 election.

WOMAN'S SUFFRAGE

For a great many years a coterie of strong minded and public spirited women in Texas have been advocating giving the vote to women.

Committees attended the state convention and endeavored to secure platform endorsement of Woman's Suffrage, without avail. In 1919 the nineteenth amendment to the constitution of the United States conferring this privilege on women was submitted at a special election called for that purpose, at which 141,772 votes were cast for the amendment and 166,983 against the amendment, an adverse majority of 25,210.

Notwithstanding the fact that one of the cardinal principles of the democratic party is that the majority shall rule, the legislature in 1920 proceeded to adopt the amendment by a very large majority in both Houses.

CHAPTER XXXVI

RAILROAD BUILDING AND GENERAL DEVELOPMENT

During the decade of the eighties the rapid building of railroads transformed North and West Texas from an isolated region in which cattle-raising was the only practicable industry to a country whose means of transportation have enabled it to produce varied and abundant crops and to reach as high a degree of material prosperity as can be affirmed of any other part of this State or any other Western State.

During this decade Fort Worth became a railroad center. All the important lines of Northwest Texas center at this point, and it is with much pride that the citizens mention these eleven trunk lines, which are: Texas and Pacific; Missouri, Kansas and Texas; Gulf, Colorado and Sante Fe; Houston and Texas Central (Southern Pacific System); Fort Worth and Rio Grande (Frisco System); Trans-Continental branch of the T. and P.; Fort Worth and Denver City; Chicago, Rock Island and Gulf; St. Louis Southwestern (Cotton Belt); St. Louis and San Francisco; International and Great Northern.

The M. K. and T. was extended into Texas no further than Denison for six years. In the winter of 1878-79 what was at first known as the Denison and Pacific Railroad began building from Denison west, was completed to Whitesboro in March, 1879, and by November had reached Gainesville. In January, 1880, this road was purchased by the M. K. and T. company, which some years later pushed the line on to Henrietta, and still later paralleled the track of the Fort Worth and Denver City to Wichita Falls. Thus Gainesville was given a railroad, and in December, 1879, the telegraph line between that town and Denison was put in operation. Gainesville has for twenty years been considered the commercial metropolis for Cooke, Montague and Wise counties, and for the Chickasaw Nation of the Territory. Shortly after the first railroad reached the town it put on municipal proportions, and by the time the G. C. & S. F. completed its north and south connections at that point it claimed a population of five thousand and was a considerable manufacturing and trade center.

Until 1880 Sherman had remained the western terminus of the so-called Transcontinental line of the Texas and Pacific from Texarkana, but by rapid construction it affected a junction with the M. K. & T. at Whitesboro and thence was extended south to Fort Worth, reaching the latter city in May, 1880. Both the T. & P. and the M. K. & T. trains were operated over this branch, as they are today, but when the road was built it was known as a part of the Missouri Pacific system, the M. K. & T. being in that combination during the early eighties. This road had no sooner been completed between Fort Worth and Whitesboro than the International Improvement Co., which was then engaged in the extension of the Missouri Pacific lines through Texas, began building south, toward Waco. The construction of this line is thus explained by the Denton Press in May, 1881:—"The Missouri Pacific extends from Hannibal, Mo., to Sedalia, where it joins another

prong from St. Louis. From Sedalia the main track runs to Parsons, Kansas, thence to Denison, which remained its terminus till two years ago, when it was extended to Gainesville. It was then thought that the road would be built from Gainesville south, leaving Denton on the east; but the Missouri Pacific formed an alliance with the T. & P. to build a joint road from Whitesboro to Fort Worth, thus passing through Denton and connecting with the Dallas and Wichita line. As yet the Missouri Pacific is completed only to Fort Worth, but the line is mostly graded to Waco, from there will be extended to Austin."

May 28, 1873, the Gulf, Colorado and Santa Fe Railroad was chartered by Galveston capitalists, and two years later construction work was begun, with the intention of carrying the road northward through the state to the capital of New Mexico, opening up a country of splendidly varied productiveness. By February, 1881, the line reached Belton and was in operation. This was evidently one of the trunk lines which would bring prosperity and development to a large portion of the state, and the citizens of the several counties north of Bell considered it worth much effort and expense to get this line constructed north toward Fort Worth rather than along the original route. In September, 1880, over \$75,000 were raised by the public-spirited citizens of Fort Worth to secure the building of the road through this point, and in a short time contracts were let for the construction of the road between Cleburne and Fort Worth. The citizens of Cleburne had also labored zealously for this road, and it was due to the liberal contributions of towns all along the route that the building of the line was made possible. Work between Temple and Fort Worth was pushed rapidly during 1881, and on December 2, 1881, the first train ran into Fort Worth over this route, giving the first direct connection with the gulf. The Gulf, Colorado and Santa Fe was, originally, a distinctively Texas road, promoted by Texas capital and the generous bonuses of citizens.

From Temple, the junction point of this road, what is known as the Lampasas branch was constructed and put in operation as far as Lampasas in May, 1882; extended to Brownwood in January, 1886; from Brownwood to Coleman, March, 1886; Coleman to Ballinger, June, 1886, and Ballinger to San Angelo in September, 1888. From Cleburne the branch to Dallas was put in operation in 1882, and thence extended to Paris by June, 1887. During the '80s, also, the branch from Cleburne to Weatherford was constructed.

In 1886 the Gulf, Colorado & Santa Fe, having suffered severe financial straits, was bought by the Atchison, Topeka & Santa Fe Interests, this giving the great Atchison System a gulf connection and allowing for an extension of its lines over the Southwest country. With the aid of \$45,000, subscribed by the people of Fort Worth, the line was constructed between Fort Worth and Gainesville and put in operation by January, 1887. From Purcell, Indian Territory, construction work was also being pushed, and Gainesville was reached, and the Texas lines became an integral part of the entire Santa Fe system. About the same time Chicago became a terminal of these

lines, and North Texas was permanently linked with one of the largest railroad systems of the entire country.

The Fort Worth & New Orleans Railroad should always be remembered as another of the home institutions of Fort Worth. To build this line as far as Waxahachie a bonus of \$75,000 was raised in the city, and home capital and home enterprise were mainly responsible for its building. By this line Fort Worth was given railroad communication with a rich and fertile country whose trade was by this means directed to Fort Worth, and, by subsequent developments, found a place upon another of the great trunk lines of Texas. The work of construction was commenced in September, 1885, and in a few months was completed to Waxahachie. In January, 1887, the Fort Worth & New Orleans was absorbed by purchase in the Southern Pacific group and has since been operated as part of the Houston & Texas Central, which had also held it under lease for several months before the purchase was made.

In May, 1887, after the projection of various tentative routes and after much rivalry between various towns along the route, it was decided to construct a branch of the St. Louis, Arkansas & Texas to Fort Worth. This railroad, better known as the Cotton Belt System, was originally a narrow-gauge line, beginning at Bird's Point, opposite Cairo, Illinois. After undergoing a receivership it was reorganized as the St. Louis, Arkansas and Texas, the gauge was widened and some important extensions projected. The Kansas & Gulf Short-Line was acquired by purchase, and four branches projected: From the main line north of Pine Bluff to Little Rock; from Texarkana to Shreveport; from Sherman to Fort Worth; from Corsicana to Hillsboro, Waco and McGregor, and later on to Comanche. The line to Fort Worth through Plano, Carrollton and other towns was built, and the Cotton Belt—now the St. Louis Southwestern—has Fort Worth as a terminal of its many important lines.

Within the past twenty years three other railroads have come to Fort Worth from the East: The International & Great Northern, one of the oldest Texas railroads, the first grading and track-laying on which began in 1854; this line runs in from the southeast, from Waco and points intermediate in Hill and Ellis counties. The Frisco System operates its principal Texas road through Fort Worth, running in over the Cotton Belt tracks from Carrollton—thirty miles—and furnishing one of the logical routes to the Mississippi Valley and the East. The third road that might be mentioned is the Rock Island Line between Dallas and Fort Worth.

The three railroad lines radiating from Fort Worth that have been the most important factors in the development of that city and the North and West Texas country conjointly may be named, in order of building, the Texas & Pacific, the Fort Worth & Denver City, and the Fort Worth & Rio Grande. A glance at a railroad map will indicate the regions traversed by these lines and also how immensely valuable they are in opening up the vast regions which till their advent were useless except for limited industrial development. The history of the Texas & Pacific has already been described.

A railroad line to the northwest, tapping the fertile Wichita Valley and connecting the great Panhandle Country with the farming and commercial centers of North Texas, had been a fond dream of promoters and enthusiastic citizens long before any railroads had been constructed west of Dallas. The old Dallas & Wichita line was begun with the intention of penetrating that district, but was never completed further than Denton, and has since become a branch of the M. K. & T. The actual charter for the line that was finally constructed was issued under the laws of Colorado, May 26, 1873, at which time the Fort Worth & Denver City Railroad came into existence on paper and officially.

But more than eight years passed before the work of construction began. The Texas and Colorado Railway Improvement Co., of which Morgan Jones, of Fort Worth, later president of the road, was the leading spirit, began grading at the place called Hodge, several miles north of Fort Worth, on November 27, 1881. The first rails were laid on February 27, 1882, and Wichita Falls was reached on September 27 of the same year.

From the first, Fort Worth citizens had realized the benefit which would accrue to the city and to all Northwest Texas from the construction of this railroad, and requests for financial assistance from the company met with the same generous responses as were given similar previous undertakings, \$12,000 being subscribed to purchase the right-of-way through the county. As a local paper said, "it was essentially a Fort Worth road. It was inaugurated in 1873, being the conception of Col. W. W. H. Lawrence, who drafted and procured the charter from the state, and had charge of the original survey. The failure of Jay Cooke and the consequent panic caused a suspension of work on this enterprise. During the years that followed, and when others forgot or abandoned the idea of building the road, Colonel Lawrence kept the records intact, and when the time came for Jay Gould and associates to take hold of the construction of this road, the books and papers, thanks to Colonel Lawrence's forethought, were found in proper shape and condition." Other well known men connected with this enterprise as directors were, J. M. Eddy, J. P. Smith, C. L. Frost, Max Elser, R. E. Montgomery, W. A. Ross, W. A. Huffman, Morgan Jones, of local note; and Jay Gould and Gen. G. M. Dodge, familiar names in all railroad circles.

This was the first line to penetrate the country to the northwest of Fort Worth, and its results in the upbuilding of towns along the way were remarkable, not to mention the really wonderful transformation caused in the line of agricultural improvement and settlement. To quote from the Tribune of Decatur, which had been connected with Fort Worth by the driving of the last spike on April 15, 1882, "Decatur is on a regular boom. At present (May, 1882) six large stone, iron-front storehouses are being erected on the square by Colonel Lang and the Terrell heirs; Partridge and Cartwright are beginning the erection of a stone block on Main Street; Watson and Peters another building on Main Street; and new residences are springing up all over town." The building of the railroad five miles east of the old town

of Aurora caused that town to migrate bodily and concentrate its two schools, four churches, twelve merchandising houses, three gins, and other enterprises around the railroad station of Rhome. The genesis of several towns in Wise and Montague counties dates from the laying of tracks for the F. W. & D. C. A traveler over the road in June, 1882, describes the village of Herman as consisting of a sidetrack and several box cars; Cowen (named for E. P. Cowen, railroad contractor) distinguished by a sidetrack without any cars; Sunset, containing several business houses, and Bowie, now the metropolis of Montague County, had just come into nominal being, but was as yet without a business house. Such are typical origins for towns and communities. It would be a fascinating study to search for the source of every North and West Texas town's history, the circumstances under which it came into being and the men who were first connected with it; but such an investigation is beyond the limits of this work, which can only indicate some of these beginnings and classify as far possible the various towns as originating either before or during the railroad era.

According to the terms of the charter, the Fort Worth & Denver City should have been completed by Christmas Day, 1882. But extension west from Wichita Falls was not resumed until May, 1885. By April, 1887, Quanah was the western terminus, while the Denver, Texas and Fort Worth, as the Colorado division of the road was known, had been built 138 miles from Pueblo. The two lines met at Texline and were connected March 14, 1888, and on that date the shortest rail line between the gulf and Colorado and the northwestern states was opened.

The building of this line worked nothing short of a revolution in the Panhandle cattle industry. It struck the final blow to the great trade movement, cattlemen henceforth finding the rail route the shortest, most expeditious and the most economical for taking their stock to market. Even the T. & P. line across the state to El Paso was not followed by such general upbuilding and growth in the country traversed as resulted from the building of the F. W. & D. C. All the now flourishing towns west of Henrietta, including Wichita Falls, Iowa Park, Vernon, Quanah, Clarendon and Amarillo, begin their history practically with the building of this railroad.

Typical is the history of Quanah. November 1, 1885, one box house, that of J. V. Johnson, was on the site. R. S. Simmons lived one mile south; W. J. Jones, 1½ miles west; Z. Hooper, four miles southeast. In 1886 a corps of engineers located the town; in the spring of 1887 the railroad came, the court house was moved up from the place called Margaret, and by the beginning of 1890 the town was able to claim 1,500 population, many of whom were farmers. A historian of that time continues: "The man with the hoe, written of so eloquently by J. D. Ballard, editor of the *Quanah Quirt*, has entered the county and where a few years ago the Kiowa and Comanche chased the buffalo, are now wheat fields lovely to look upon. But men make cities, and Quanah has men devoted to her upbuilding. The Golstons, Knotts, Goods, Smiths, Elberts, Johnsons, Swearingens,

Sherwins, Combs, Faulkners, Ballards, Pardues, Carters, Reeds, McDonalds, are all men after Fort Worth's own heart, and are city builders."

"Many are called, but few are chosen." Mobeetie, the county seat of the first county organized in the great Panhandle, on grounds justifiable, aspired to be the metropolis of that region, and while the Denver Road was being graded toward Decatur, we learn that the "town is building fast through expectation of the railroad being constructed through this point." The railroad went many miles to the south, the Choctaw, Rock Island & Gulf built along the southern edge of Wheeler County, and Mobeetie has a present population of about 200.

Other places were more fortunate. Clarendon, in Donley County, was laid out about 1878, as already mentioned, there being no railroad within 300 miles at the time. Until the railroad came the place hardly deserved a name, but within a few months after that event a revival of business and influx of settlers gave the town a substantial and increasing prosperity, which it still retains. Childress, Lipscomb, Potter and Hemphill counties were organized in 1887 as a result of settlement. The town of Claude in Armstrong County, where eighteen months before not a house was to be seen, was a busy little village in 1890, and the same story was repeated again and again of these Panhandle centers during the late '80s and early '90s.

Until the opening of the F. W. & D. C. the Panhandle cattlemen had hauled all their supplies from Trinidad on the north or from Colorado City on the T. & P. Line. Closely settled communities were impossible under such a condition, with the source of necessary supplies several hundred miles away, and in sketching the history of the Panhandle one is again brought back to the aphorism previously stated that, "Transportation is the key to population." Without the railroad the Panhandle would still be cattle range country, and Tascosa, of by-gone romance, with its Boot Hill adjunct, might be the cattlemen's metropolis instead of the little hamlet of two hundred people. From no point of view can the changes in a country wrought by the railroad be regarded otherwise than beneficial, for though its coming may doom one village to oblivion, it raises up another with better facilities to serve the purposes of social existence.

The land law which went into effect in July, 1887, did more to put the settlement of the Panhandle on a substantial basis than any other cause except the railroad. Although the people complained of the delay in classification of the lands and what they considered the arbitrary powers given to the land commissioner, no serious troubles arose that time could not adjust. Forty years' time and five per cent interest induced thousands to come, many of whom were without money or means to make homes and carry on a successful enterprise in a new and dry country. In consequence, when the dry years and the financial stringency of the '90s followed, there was a general exodus from the Panhandle, and only those who had means and were of the true pioneer stock remained to reap the rewards that surely came. Since then the limitations as well as the possibilities of the Panhandle have been realized; instead of subjecting the country to the sort of farming pursued in the well

watered regions of other states, agriculture has been conformed to suit the country, crops adapted to the soil and climate have been planted, and the settlers have sought to understand the real nature of the country which they would make produce, and have been, in later years, rewarded accordingly.

In recent years, the climax seemingly having been reached during the year of 1905, population has flowed into the Panhandle at a faster rate than ever before. The statement was made in November of that year that 3,000 land-seekers a month visited the "Amarillo country," and that sales were made to a third of these. This would mean a phenomenal development within the next few years. "This is a better class of population than the Kansas and Oklahoma boomers of the '80s and '90s," is the judgment of a man whose opinion carries weight. "The land-seekers of those days were a drifting population, without the anchor of property or provident industry, and a single crop failure or any difficulty that could not be overcome by shiftless labor caused them to pull away from their temporary moorings and drift, oftentimes in a starving condition, back to the more settled communities from which they had come. "The first wave of population is speculative, and therefore less stable than those that succeed. The people who are now going into the Panhandle are of a better class, they have some money, most of them are buying land outright, they understand the conditions on which farming must be conducted, and are in a position to withstand a year of drouth without being discouraged and leaving the country."

The following newspaper item, appearing in 1890, is worthy of attention: "Lipscomb County was organized two years ago, but the uncertainty about the opening of the Cherokee and Neutral strips (in Indian Territory) affect the settlement of this county as all other portions of the Panhandle. The railroads stop on the Southern Kansas border because they fear to cross the lawless and unorganized country." Thus again the interposition of the Indian Territory between Texas and the states to the north and east deters settlement and development. But in recent years these obstacles have been removed, and no part of Texas is isolated by lack of communication. The Fort Worth and Denver, as the pioneer road, has been followed by several other railroads that cross the Panhandle in various directions. From Kiowa, in Southern Kansas, the Santa Fe extended a branch across Oklahoma (the grading of which had been done as early as 1887) and into the Panhandle to intersect the Denver road at Washburn and thence running over the Denver track to the terminal at Amarillo. Later the Pecos Valley & Northeast Railroad was completed from Amarillo to Pecos on the Texas and Pacific. This made Amarillo a junction point, and also the metropolis of the Panhandle and a city of growing size and importance in the Panhandle. Amarillo is also the terminus of the Choctaw, Oklahoma and Gulf (now the Choctaw, Rock Island and Gulf, a part of the Rock Island System), forming an extension from the network of Rock Island and Frisco lines over Kansas and Oklahoma.

The Rock Island also built a line across the northwest corner of the Panhandle, now the main line of that system from Kansas City to

El Paso, and connections have been made and this line is in operation from Dalhart through Tucumcari to El Paso. Texas towns have sprung up along this line, the most important of which is the junction point of Dalhart.

The railroad history of Northwest Texas has probably only begun to be told. The experience of the past suggests that it is easy to project railroads on paper, and yet the fact that many such lines have been built gives some of these forecasts actual worth in this historical investigation. Most notable of all such logical forecasting of railroad lines was the railroad map, exhibited on the court house square at Fort Worth and published in the Democrat in 1876, as elsewhere mentioned, and in giving a brief history of the third railroad radius from Fort Worth, which we have spoken of as a chief factor in the development of West Texas and of Fort Worth, at the same time we describe the railroad which fulfilled the prediction made on the map. This fulfillment of the prophecy is best told by quoting from the Fort Worth Gazette of May 25, 1887:

"In 1873 Capt. B. B. Paddock, then editor of the Fort Worth Democrat, published a map of the future great railroad center of Texas. It was laughingly alluded to by the state press as 'Paddock's tarantula map.' At that time there was no railroad within fifty miles of Fort Worth, but the map had on it nine roads entering the city, and by strange coincidence, the man who conceived the map was president of the last road that completes the 'tarantula.' Captain Paddock saw leg after leg added to the body (Fort Worth), and under difficulties that would have disheartened most men he undertook the building of the Fort Worth & Rio Grande. A popular subscription of \$40,000 was obtained from the citizens of Fort Worth, and on November 23, 1886, construction began with Brownwood as the objective point, 142 miles away." The first division to Granbury was completed August 25, 1887, and Granbury remained the terminus until the fall of 1889. It was extended to Stephenville by October, 1890, to Dublin in November, and Brownwood was reached July 16, 1891. Since then Menard has become the terminus, and the Fort Worth & Rio Grande is now a part of the great Frisco System. The first effort to build this road was made in 1881 by twenty-six men of Fort Worth, who organized with the following board of directors: J. H. Brown, W. J. Boaz, Sidney Martin, S. W. Lomax, T. A. Tidball, W. F. Lake, J. P. Smith, L. N. Brunswig, W. H. Davis. Much time and money were expended to secure sufficient capital, but the enterprise lay dormant until 1885, when a new charter was obtained and the work shortly afterward begun. The value of this road to Fort Worth can be readily understood. It traverses a vast and productive country that without this railroad would not be tributary to Fort Worth; Hood, Erath, Comanche and Brown counties are among the richest of North Texas counties, and this railroad furnishes the most direct route for the shipment of their products to the northern markets. With the Fort Worth & Denver City tapping the region of the Panhandle, the Texas and Pacific the central artery of traffic for West Texas, the Fort Worth & Rio Grande was the third transportation arm, reaching out into Southwest Texas, by means of which Fort Worth became the gateway

for practically all the commerce that West Texas pours from its productive area.

The Frisco System—which had its nucleus in the Southwest branch of the Pacific Railroad from Pacific to Rolla, Missouri, built in 1861, and purchased by J. C. Fremont and associates and went under the name of the Southwest Pacific until 1868, and under the Pierce syndicate was extended to Springfield, Mo., and named the South Pacific, in 1870 merged with the Atlantic & Pacific, in 1876 went into the hands of receivers, and in 1878 reorganized as the St. Louis and San Francisco—has pushed its lines across Red River at two other points beside Denison, Vernon and Quanah both being terminal points for this road.

A typically North Texas railroad, with the building of which men of prominence both past and present were connected, is the Wichita Valley Railroad.

The Wichita Valley Railway Company was incorporated on the 4th day of February, 1890, by E. W. Taylor, W. F. Somerville, W. A. Adams, J. G. Jones, J. T. Granger, Morgan Jones, G. P. Meade, J. P. Smith, G. M. Dodge and L. Tillman. The first board of directors was composed of E. W. Taylor, Morgan Jones, W. F. Somerville, G. P. Meade, J. P. Smith, J. G. Jones, G. M. Dodge, J. T. Granger and L. Tillman. It was organized soon after its incorporation by the election of Morgan Jones as president. During the year 1890 it built its line of railroad from Wichita Falls to Seymour, a distance of fifty-two miles.

On the 21st of October, 1903, it organized the Wichita Falls & Oklahoma Railway. The names of the persons organizing this company were Morgan Jones, W. E. Kaufman, Frank Kell, N. Harding, J. G. Wilkinson, E. W. Taylor, A. M. Young, Ben W. Fouts, H. C. Edrington and D. T. Bomar. The names of the directors of this company were Frank Kell, Otis T. Bacon, J. G. Jones of Wichita County, George W. Byers of Kansas City, Missouri, Morgan Jones, G. M. Dodge, N. Harding, W. E. Kaufman and D. T. Bomar. Morgan Jones was elected president of the company. During the same year it built from Wichita Falls to Byers on Red River in Clay County a line twenty-three miles long, which has since been operated by the Wichita Valley Railway.

On the 4th of October, 1905, this company caused to be incorporated the Wichita Valley Railroad Company to build from Seymour southwest. This company was incorporated by J. G. Wilkinson, Ben W. Fouts, N. Harding, K. M. Van Zandt, D. B. Keeler, W. C. Stripling, W. E. Kaufman, C. A. Sanford, Morgan Jones and D. T. Bomar. The names of the first board of directors were G. M. Dodge, H. Walters, B. F. Yoakum, Edwin Hawley, Frank Trumbull, Morgan Jones, W. E. Kaufman, D. T. Bomar, R. V. Colbert, L. M. Buie, F. G. Alexander, H. G. McConnell, and J. H. Glasgow. Under this charter the line was constructed from Seymour through the towns of Munday, Haskell, Stamford and Anson to Abilene in Taylor County.

The Rock Island, after building lines in Nebraska, Kansas and Colorado, was extended from Caldwell, Kansas, south into the Cherokee Strip to Pond Creek and through the Chickasaw Nation. Organizing under the laws of Texas as the Chicago, Rock Island and Texas, it built from Terral, Indian Territory, toward Fort Worth, and entered Fort

Worth as another trunk line, and by its branch from Bridgeport through Jacksboro to Graham gave the two rich counties of Jack and Young railroad connection.

The enactment of the Railway Commission law and the Stock and Bond law put an end to the construction of railways in Texas for the profits arising from construction. Since that time there has been but one independent line built in Texas. Several roads have been built, notably the Trinity and Brazos Valley, the Gulf Coast Line from Houston to Brownsville, but when completed they were found to be in the interest of and adjuncts of existing lines.

The exception noted is the Gulf, Texas and Western Railway, promoted by Mr. B. B. Cain and extending from Jacksboro to Seymour. This line is the property of Mr. J. J. Jermyn, of Scranton, Pennsylvania. He owns all the securities on the road. It opened up a rich and prosperous section to the Northwest.

Since the oil "boom" there have been constructed several short lines in the section covered by the oil development. Among these are the Wichita Falls Ranger and Fort Worth Railway, extending from Wichita Falls to Dublin, where it connects with the Frisco and over which rails it enters Fort Worth; the Cisco and Northeastern, from Cisco to Breckenridge, twenty-eight miles; the Ringling, Eastland and Gulf, from Mangum to Wayland; and the Wichita Falls, Graham and Breckenridge, from Newcastle to Breckenridge, a distance of forty miles. While these lines were constructed, primarily, to serve the oil interests, they serve to open up a fine territory and afford transportation for the agricultural and cattle interests.

CHAPTER XXXVII

PUBLIC HIGHWAYS

The problem of transportation was one of the first that presented itself to the human mind as it emerged from the darkness of absolute savagery and inertia into a state of progressive activity manifested by dissatisfaction with existing conditions and a striving after something better. The invention of the first conveyance for transporting burdens, though probably but a rude platform of boughs, bound together with vines and supported on log rollers, which furnished the means of locomotion, marked the beginning of a new epoch. Perhaps it was many centuries afterward before the first wheeled cart made its appearance, and after it the war chariot; but, however that may be, with the advent of the wheel, even in its crudest form, came the necessity of road making.

Doubtless the first road was as crude a piece of handiwork as the first cart, and was a mere trail from which the brush and small trees had been removed, and holes or small depressions filled up with earth or stones. Swamps, lakes and marshes were avoided, if they lay in the way by taking a circuitous direction around them; the smaller rivers were crossed at fords, and the larger ones in boats or on rafts, for beyond a log thrown across a small stream, bridges had not yet been thought of.

The taming of the horse and its use as a draught animal gave rise to improvements in conveyances and in road building; but probably the greatest stimulus in the latter direction, after some degree of civilization had been attained, was war, the rapid movements of troops being impossible without roads. Thus, coming down to historical times, we find that the Romans, those builders of a vast military empire, were the greatest road builders; and that they knew their business is evidenced by the fact that much of their work in this direction can still be traced and in some places has not greatly deteriorated after a lapse of 2,000 years. But the Roman empire fell and was finally dismembered, and for centuries no further progress was made.

In England, even in the later Georgian period, we read that many of the principal highways were in very bad condition, so that a coach journey, even for a comparatively short distance, was more of an ordeal than a pleasure.

The modern inventive era in which we are now living may be said to have begun in the early part of the nineteenth century, though some initial discoveries had been previously made. Probably the most important event during that period was the construction of the first steam railroad, between Liverpool and Darlington, by the Scotch engineer, George Stephenson. This immediately revolutionized the entire transportation problem and gave an immense progressive impetus to almost every sort of human activity. In the meanwhile McAdam and others were making valuable improvements in methods of road construction.

These improvements naturally spread to our own country, where, however, owing to its vast extent and the much greater distances separating the chief centers of population, the work went on more slowly.

The pioneers of North America in their early explorations usually, if not invariably, followed the Indian trails, which gave them the shortest and most practicable route for travel on foot or horseback. These trails, as much as possible, avoided all natural obstacles, and remained for many years almost the sole avenues of communication between the scattered white settlements. Indeed, their advantages were so obvious that in many cases the routes they marked out have been retained to a large extent by modern engineers, and are now among the principal highways in the country. In the South one of the most ancient of these routes, which has an important historical interest, is that known popularly as "The Old Spanish Trail," leading from San Augustine, Florida, to San Diego, California, which the Automobile Association of South Texas is now proposing to develop into a practicable road, an organization for that purpose having been recently developed. It would be hard to find a route in the United States or Canada more replete with historical associations, dating back as they do to the earliest Spanish settlements on this continent. In Texas this trail passes through Houston, San Antonio, founded in 1718, and El Paso, founded in 1680, besides many places of lesser note, but each with its wealth of history and local color.

It is the object of the organization, above mentioned, to open up the south country, not that automobiles may sweep hurriedly through, but to make it so interesting to the tourist that he will linger along the way and open up a new avenue of wealth to the towns located thereon.

In Texas the road has been financed between Houston and San Antonio, except in Fort Bend County, west of Houston. Money has been provided for 150 miles of the highway, while fifty per cent of the highway has been financed from San Antonio to El Paso. Five counties in West Texas have been scouted and the cost determined. The other states through which this old trail passes are doing their part or are ready to do it. Florida is busy completing her roads connecting with the Trail; Louisiana is ninety per cent complete and east of New Orleans bonds have been voted to put the highway across swamps in that section, which will carry the road to the Mississippi state line, and when that is completed Mississippi will do her part. Alabama has passed a \$25,000,000 bond issue law; and in Arizona a bond issue of \$9,000,000 has been voted. The road program calls for the completion of the trail in California in five years, and the road in that state will be of concrete and other hard surface material. After the development of the main highway it is proposed to add branch routes at various places to points of interest, as, for instance, roads from Houston to Galveston, to the San Jacinto battle grounds; and to the old Spanish mission ground of Nacogdoches.

KING'S HIGHWAY

Another ancient road, The King's Highway, stretches across the State of Texas from Eagle Pass on the Rio Grande to the old mission of Adaes, near Robeline, Louisiana, a distance of 400 miles. It was first conceived by Sieur Louis Juchereau de St. Denis, a Frenchman of noble birth, who, after an adventurous life in the upper Mississippi and the Great Lakes, entered the service of Antoine Crozat, the newly

appointed governor of Louisiana. Crozat, who had obtained a trade monopoly of Louisiana for fifteen years, therefore listened willingly to the proposal of St. Denis to open an overland trade route to the Spanish province of Mexico from the Mississippi River, and gave him a commission to explore the route and negotiate a treaty with the Spanish authorities. With twenty-four men under his command St. Denis struck out from Natchitoches on the Red River into the uncharted wilderness in search of his goal. He seems to have spent about six months with the Texas Indians on the Angelina River, where he found memories of La Salle's presence in that vicinity some thirty years before, and also of Father Hidalgo, a Spanish monk who had spent several years among the Indians, and to whom they had become much attached. In the autumn of 1714 St. Denis resumed his journey, accompanied by Indians in search of Father Hidalgo, who was reported to be at the mission of San Juan Bautista on the Rio Grande. After passing the Brazos they met and defeated a band of hostile Indians. Most of the party now turned back, while St. Denis with a few companions pushed on and reached the Rio Grande early in 1715, much to the surprise of the Spanish Commandant at San Juan Bautista, Don Diego Ramon, who was obliged, owing to the stringent Spanish laws which aimed to exclude all strangers from the trade privileges in Spanish domains, to place him under arrest. After awhile, however, the Commandant permitted him to go to Mexico City to interview the Vice-Roy. St. Denis' efforts to establish trade relations, however, were unsuccessful, and his expedition had so frightened the authorities that they took immediate steps to establish a combined mission and military post on the Louisiana border to prevent further French explorations of their territory. St. Denis, who in the meantime had fallen in love with and married Don Diego's granddaughter, accompanied the Spanish expedition to Texas as guide. Capt. Domingo Ramon, son of the Commandant, was in charge and the party, which included twelve friars under the charge of Father Antonio Margil de Jesus and Father Hidalgo.

The departure from the Rio Grande was made on April 27, 1716, and on June 30 the party arrived at the spot on the Neches where Father Hidalgo had labored in 1690. Six missions were established, four among the Texans, one in the allied tribe of the Aies at the present town of San Augustine, and one among the Adaes near Robeline, Louisiana. The Texas missions were San Francisco, on the east side of the Neches, near the present town of Alto; La Purissima Concepcion, near the Linwood crossing of the Angelina; San Joseph, on one of the tributaries of Shawnee Creek, near the northern line of Nacogdoches County, and Nuestra Senora de Guadalupe at Nacogdoches. The three first mentioned were abandoned in 1727.

In 1718 the mission of San Antonio de Valero was established on the San Antonio River to serve as a supply station between San Juan Bautista on the Rio Grande and the distant settlement near the eastern border.

But though the Spanish had assumed possession of the territory, the French had so maneuvered that their opponents had opened the overland route, which St. Denis had proposed, and had planted a settlement with which they might trade, even though they must do it clandestinely. In

after times, when traffic had become frequent between Mexico and Texas, this great thoroughfare became known as the Old San Antonio Road. For many years it was a mere trail, or succession of trails, from one Indian village to another, but between the Neches and the San Antonio there was for some time no settled trail. Different travelers seem to have selected different routes. It is probable that the selection between San Antonio and the Neches was settled by custom along the trail which was afterward known as El Camino Real—the Royal Road or King's Highway. Along its course would wind long trains of pack mules bearing supplies from Mexico for the lonely missions in the East. The journey was long and tedious, and the traveler was often in peril from hostile Indians, and later from bandits who laid in wait for and attacked trains conveying treasure. Woven into its history are stories of buried gold that has never been discovered, and many a tragedy was enacted that would form a good framework around which to build an exciting mystery novel.

About 1805 the road was put in order by Spain and guards were stationed at each of the crossings of the Trinity, Brazos and Colorado.

For some time previous to this date the traffic on the road had been mostly for contraband purposes. By 1806 a few Americans had settled on the road on both sides of Nacogdoches, though in so doing they risked imprisonment or even death, and had opened productive farms.

After the settlement of Americans early in the nineteenth century wheeled vehicles began to travel across the country. This necessitated a considerable change in the road, as the old mule trail was in many places impracticable, thus the old San Antonio Road came into being, traversing the same general course, though often diverging widely from the original mule trail.

Under the Republic that part of the old San Antonio between the Red River and the Nueces was constructed as a military road, and an act of January 21, 1841, provided for opening to settlement a reservation of twenty-five miles wide along this military road, and also that certain land certificates be issued in connection with the laying out of "The Central National Road" from the Trinity to the Red River, which designation apparently applied to a part of this trail.

That the good roads question is one of the greatest public importance is recognized to day by every intelligent citizen, even though he may be reluctant to assume any greater burden of taxation in behalf of the cause. The ranks of the progressives, however, are being constantly recruited owing to the large and increasing use of the automobile, an invention which has been perhaps the most potent factor in advancing the cause; and state and federal aid to a large extent equalize local burdens and prevent road taxes from pressing too heavily on thinly settled communities. Federal aid is confined to the construction or reconstruction of Free Rural Delivery and Star Routes, commonly known as post roads, and in no case can exceed fifty per cent of the cost of construction.

State aid projects are those on which money from the State Highway fund is allotted. It is confined to roads designated as state highways, and shall not exceed twenty-five per cent of the cost of construction. Counties whose taxable properties are not sufficient to warrant the

construction of sections of the system of state highway may, at the discretion of the commission, be granted aid not to exceed fifty per cent of the cost of construction.

In the State of Texas there were in September, 1919, fifty-nine federal aid projects and seventy-three state aid projects under construction; and the work is still going on in accordance with a five-year plan of activity. The amount voted in bond issues by 105 counties since January 1, 1919, in accordance with the same plan is \$47,125,000.

In twenty-two other counties a total of \$27,565,000 in bond issues has been proposed but not yet (February 1, 1921) voted on, several of these, however, being identical with counties included in the first category as having already voted a certain amount, while in sixty-four counties no action has yet been taken.

To trace the history of all the old trails and historic roads in the state would be a task requiring much time and painstaking research, though it might well repay the trouble. The present generation, however, is rather building for the future than delving into the history of the past, and it is chiefly the intimate connection, in special cases, of past, present and future that gives interest to this retrospective view. The citizen of today is alive to present needs and future demands, and is endeavoring to supply the one and provide for the other. In most of the Texan counties much voluntary road work has been done and large subscriptions made by private citizens.

Many miles of smooth reliable highway have been constructed in East Texas and in other sections where sand and clay are available by properly mixing the two materials for surfacing after the road has been graded and drained. This method is comparatively inexpensive.

In the coast country of Texas mud shell is largely used as a road surfacing. In many other sections limerock, granite or other grades of stone for surfacing are convenient to the right of way, but there are counties where much road work has to be done that have had to transport their material many miles by rail, thus increasing the expense of construction. In some sections drainage is also an expensive item. The cost has increased with the improvement in methods and the general rise in the price of labor and material. Plain gravel roads cost from \$10,000 to \$15,000 a mile; those of gravel with a bituminous top, \$15,000 to \$20,000; and concrete roads \$40,000 to \$50,000 a mile. Concrete is now used for all bridge work.

Fort Worth is on two National Highways, the Bankhead Highway from Washington to San Diego, California, and the Meridian Highway, to be hereafter described.

The Bankhead Highway, known by Government description as Highway No. 1, was named after the Hon. William B. Bankhead, member of the United States Senate from Alabama, who sponsored the act of Congress that provided federal aid in the construction of state roads. It is the longest of the state designations. Its course through this state is as follows: Commencing at Texarkana, it runs in a western and southerly direction to Dallas, thence to Fort Worth, west of which there will be a northern and southern route. The southern route passes through Weatherford, Mineral Wells, Palo Pinto, Strawn, thence closely parallels

the right of way of the Texas & Pacific Railroad, keeping north of the railroad until it reaches Toyah in Loving County, where it crosses to the south of the railroad and follows it on that side to El Paso. The northern route goes to Weatherford, Mineral Wells, Palo Pinto, Caddo, Breckenridge, Albany and Abilene, where it unites with the southern route.

There is also Highway No. 1 A, from Texarkana to and through Atlanta, Linden, Daingerfield, Pittsburgh, Winsboro, thence to the Hopkins County line northwest of Winsboro, thence to Sulphur Springs, joining No. 1.

Highway No. 1 B runs from Naples to Douglasville and over Highway No. 8 to Maude, joining No. 1.

The Meridian Highway (Highway No. 2) begins at Burkburnett, thence to Wichita Falls, thence to Henrietta over what is known as Highway No. 5, thence to Bowie, Decatur and Fort Worth. From Fort Worth through Cleburne, thence through the Bosque Hill, there is a scenic route through Meridian, Clifton and Valley Mills, then almost due east to Waco, following the meanderings of the Bosque and the Brazos and going into Waco from the northwest.

At Waco the highway divides. One fork going to the Rio Grande, passes Baylor University, thence south through several towns to Temple, thence to Austin, from Austin to San Antonio, after that through Mediva, Frio, La Salle and Webb counties to Laredo on the Rio Grande.

The Gulf division of the Meridian Highway from Waco follows the Brazos River to Hempstead, whence it goes to Houston and thence to Galveston.

There are a number of branch routes connected with Highway No. 2, one beginning at Henrietta, thence to Jacksboro, Perrin and Whitt, and connecting with Road No. 1 at Mineral Wells; thence over Road No. 1 to Weatherford, thence through Granbury and Glen Rose to Meridian, where it connects with Road No. 2.

Road No. 2 A takes out from Highway No. 2 at Cleburne and passes through Burleson, Alvarado, Grandview, Itasca to Hillsboro, where it connects with Highway No. 6, known as "King of Trails."

Road No. 2 D begins at a point one and a half miles north of Bowie on No. 2, thence to Ringgold, thence north to Ringgold bridge, crossing Red River.

Highway No. 5—North Texas Highway—begins at Texarkana and runs west and slightly north to Wichita Falls, thence through Vernon, Quanah, Childress, Estelline intersecting No. 13 near Memphis thence northwest through Amarillo to Texline.

No. 5 A takes out of No. 5 at Estelline and runs in a somewhat irregular westerly direction to Farwell.

Highway No. 7—Central Texas Highway—begins at a point on the Sabine River east of Newton, thence to Jasper, Lufkin, Crockett, and over Highway No. 19 to Palestine, thence through Fairfield to Waco; thence west and northwest to Goldthwaite, Brownwood, Coleman, Sweetwater, Snyder and Lubbock to Farwell.

No. 7 A runs from Coleman through San Angelo to Fort Stockton.

Highway No. 9—Puget Sound to Gulf Highway.—There are two routes out of Corpus Christi for No. 9. One follows the San Antonio,

Uvalde & Gulf Railroad to San Antonio. The other follows the San Antonio & Arkansas Pass Railroad into San Antonio. From these it runs to Brady, then west to the McCulloch and Coucha County line, north with that line to the Coucha River, west through Paint Rock to San Angelo, thence northwest through Sterling City, Big Springs, Lamesa and Tahoka to Lubbock; then through Plainview, Tulia and Canyon to Amarillo.

Highway No. 10 starts southwest from Fort Worth, then to Granbury, Stephenville, Comanche, Brownwood, Brady, Menard, Sonora, Ozona, Ft. Stockton, thence to Alpine, Maria and to Sierra Blanca.

No. 10 A goes southwest from Dallas to Cleburne, intersecting the main Highway at Stephenville.

Highway No. 13—Ozark Trail.—This road begins at Texaco, thence to Wellington, thence to a point in Donley County, east of Clarendon, where it intersects Highway No. 5, and follows the route to Amarillo, thence to Vega, and west to the state line.

Highway No. 18—Albany-Bronco Highway—Commencing at Bronco in Yoakum County, thence through Plains to Brownfield, thence northeast to Lubbock, thence by Crosbyton, thence southeast via Spur, thence to Aspermont and to Albany, then to Sedwick, Marion, Pueblo, to Cisco, then via DeLeon, Hico, Iredell, to Meridian, where it connects with No. 2 at Waco.

No. 18 A takes out from No. 18 at a point two and one-half miles west of Spur, thence to a point north ten miles, thence northwesterly for a distance of about five miles, thence following the well-marked roadway to Crosbyton, being what will be known as the northern loop, and passing very close to Dickens.

No. 18 B is a direct east and west line between Albany and Lamesa. It takes out at a point ten miles west of Albany at the forks of No. 18 and No. 30, and goes through Jones, Fisher, Scurry and Borden into Dawson, passing Anson, Roby, Snyder and Gail, to Lamesa. At Lamesa it runs northwest to Brownfield, joining No. 18 main road.

Highway No. 22—Roger Q. Mills Highway.—This road begins at Wichita Falls, to Archer City, to Olney, thence from Olney to Graham, thence to Breckenridge, thence south to Eastland, thence south to Carbon, thence to Gorman, Rucker, DeLeon, Downing and Van Dyke, to Comanche, thence via Fleming, Energy, Hamilton, Granfills Gap to Meridian, thence via Ferguson ranch buildings via Chase and crossing the Brazos River at Whitney bridge, thence to Hillsboro and to Corsicana, thence via Wildcat crossing to Palestine, thence to Rusk, Cushing and Nacogdoches, and thence through Center to Logansport.

Highway No. 23—Southwest Trail.—The Southwest Trail begins at Burkburnett, following No. 2 to Wichita Falls, thence over No. 22 to Archer City and Olney. From Olney it leaves No. 22, going southwest to Throckmorton, thence to Woodson, Albany and Baird, thence through Cross Plains to Coleman, thence along Highway No. 7 to Santa Anna, thence to Shield, to Brady. From Brady it follows No. 9 into San Antonio through Mason, Fredericksburg and Boerne, and from San Antonio to Laredo over Highway No. 2.

Highway No. 24 is a short cross-country connection. It starts at Denton and runs in a northerly direction through Aubrey, Pilot Point and Tioga, connecting with No. 5 at Whitesboro.

Highway No. 25 takes out from a connection with No. 5 and No. 2 at Henrietta, thence to Jacksboro, Perrin and Whitt and connects with Road No. 1 at Mineral Wells; thence over No. 1 to Weatherford, then via Granbury and Glen Rose to Meridian, connecting there with No. 2. This is to be known as the Mineral Wells branch of the Meridian road.

Highway No. 30—Wichita Valley Highway—This road starts at Wichita Falls, thence to Seymour, Goree, Mundy, Weinert, Haskell, Stamford and Anson to Abilene, thence south to Tuscola, through Cedar Gap, thence to Ovalo, thence to Guion, to Bradshaw, to Winters, to Ballinger, to Paint Rock, thence to Eden, to Menard, to Junction, to Leaky, and to Sabinal.

Highway No. 34 starts at Fort Worth, through Kennedale, Mansfield, Midlothian, Brittain, Cardis and Waxahachie, to Ennis.

Highway No. 39—Throckmorton Highway.—This highway begins at Arthur City on Red River in Lamar County, thence south to Paris, thence to Cooper over No. 19, thence to Klondike, to a point on the Hunt County line approximately two and one-half miles north of the Texas Midland Railroad, thence to Commerce, thence to Greenville, thence to the east line of Collin County, thence near the town of Princetown to McKinney, thence through Foote, Rock Hill, Denton, to Decatur, thence to Jacksboro, to Graham, to Throckmorton, to Haskell, to Aspermont, thence along Highway No. 18 to Jayton, thence to Clairmont, to Post, to Tahoka, to Brownfield, thence along No. 18 to Plains, thence to Bronco, and then to the New Mexico line.

Highway No. 40—The Hobby Highway.—The Hobby Highway begins at the bridge on Red River in Cooke County, thence through Gainesville, Valley View, Sanger, Denton, Dallas, Kaufman, Athens, Frankston, Jacksonville, Nacogdoches, Woodville, Kountze, Beaumont, and thence to Sabine.

The Fort Worth branch of this highway extends from Fort Worth to Denton via Roanoke.

CHAPTER XXXVIII

THE LIVE STOCK INDUSTRY

Forty years ago about all that took place west of the Mississippi of a money making character was born of cattle. The cattle were worked in huge herds and, like the buffalo supplanted by them, roamed in unnumbered thousands. Cattle find a natural theatre of existence on the plains. There, likewise, flourishes the pastoral man. But cattle herding, confined to the plains, gives way before the westward creep of agriculture. Each year beholds more western acres broken by the plough; each year witnesses a diminution of the cattle ranges and cattle herding. This need ring no bell of alarm concerning a future barren of a beef supply. More cattle are the product of the farm region than of the ranges. That ground, once range and now farm, raises more cattle now than then. Texas is a great cattle state. Ohio, Indiana, Illinois, Iowa and Missouri are first states of agriculture. The area of Texas is about even with the collected area of the other five. Yet one finds double the number of cattle in Ohio, Indiana, Illinois, Iowa and Missouri than in Texas, to say nothing of ten-fold the sheep and hogs. But while the farms in their westward pushing do not diminish the cattle, they reduce the cattlemen and pinch off much that is romantic and picturesque. Between the farm and the wire fence the cowboy, as once he flourished, has been modified, subdued, and made partially to disappear.

The range stock industry naturally rested upon the surface and was not anchored in the soil, and, like the picturesque "tumbleweed" of the plains, it was moved hither and thither by the natural influences of the seasons and topography. While the vast ranges were free, when nature without effort provided her native grasses, the stockman could herd his cattle on the free pastures, and, on similar terms with the gold miner, could reap the profits produced by nature's own bounty. For forty years West Texas has been undergoing the changes incident to the forward march of agriculture and the breaking up of the free range, and the range cattle industry is now practically a thing of the past. Modern stock farming, which is still the main source of wealth in West Texas, is a very different business from the range industry, which forms the principal subject of this chapter. The range industry preceded the railroad epoch and in a sense was hostile to the approach of civilization; the modern live-stock ranching is co-efficient with the tilling of the soil, and both are phases of the present era of industrialism. The settlers who came in from the border states during the '40s and '50s, bringing with them at least a small capital of live stock, carried on their farming and stock raising in co-operation. There is no definite time to be set when the stock industry became independent of farming and was engaged in as a great enterprise requiring altogether different methods of management.

In view of the fact that the movement of cattle to market has so generally taken an easterly direction, the West supplying the East with meat, it is an interesting piece of information that during the years immediately following the great gold discovery in California thousands of beef cattle were driven from Texas and Mississippi valley points across the plains to feed the hordes of gold seekers and the population that followed in their wake. During the brief period of the existence of this demand many herds passed through El Paso, encountering the frightful difficulties of the trail and the worse dangers from the Indians, and seldom did a party on this drive escape the attack of Indians, and, too often, the loss of most of their stock.



ORIGINAL TEXAS STEER

Although the range cattle business had attained sufficient importance by the middle of the century to give Texas a reputation as a great cattle state, the operations were still confined to the eastern and southern parts of the state. The driving of cattle to the northern markets, which until less than forty years ago was the most picturesque feature of the Texas cattle business, was inaugurated about 1856, when several large herds were trailed into Missouri, some being taken to the St. Louis market. During the remaining years before the war St. Louis and Memphis received large quantities of Texas cattle, most of them from the northeastern part of the state.

The commencement of hostilities broke all commercial relations between the North and the South. The drives across the country stopped, while the blockade of the gulf ports ended exportation to foreign markets. Before the capture of Vicksburg in 1863 and the

interposing of that river as a barrier between the East and the West Confederacy, there had been only a moderate demand for Texas cattle in the states east of the Mississippi, and, as in the latter half of the war, food supplies of all kinds became scarcer, so also to transport them from the West through the federal lines became an increasingly difficult task.

The paralysis of the cattle business during the war was coincident with that which befell all other activities. Not only were the avenues of trade blocked, but also the former active participants in the business were now for the most part in the service of their country as soldiers. Destructive drouths were also a feature of this period, and all conditions seemed to conjoin in throttling the life out of the young industry of stock raising. These conditions caused at least one very noteworthy consequence. By stress of circumstances many stock owners had been compelled to abandon their herds, and from lack of sufficient guarding many cattle had wandered away from their regular range. At the close of the war, therefore, many thousands of half-wild range cattle were shifting for themselves in the remote districts. Incursions of Indian and wild beasts had made them almost intractable and had increased the qualities of ranginess and nimbleness of hoof to a point where they were more than ever able to take care of themselves. When settled conditions once more came upon the country it is said that more than one poor but enterprising cowman got his start by rounding up and branding these "mavericks,"* and from the herd thus acquired built up a business equal to that of many who in the beginning had been more fortunately circumstanced.

The revival of the cattle business after the close of the war was swifter than that which followed in other industries; and perhaps for the reason based upon facts already presented: Given a good range on the one hand and an attractive market on the other, the principal conditions of a prosperous range stock business are satisfied and the industry will spring into large proportions in a short time. The reopening of the markets of the North for southern cattle and the fact that war-time prices for beef prevailed in those markets for some time after the war, gave a decided impetus to Texas stock-raising. To supply this northern demand a large number

*Edward King gives this version of the Maverick story: "Colonel Maverick, an old and wealthy citizen of San Antonio, once placed a small herd of cattle on an island in Matagorda Bay, and having too many other things to think of soon forgot all about them. After a lapse of several years some fishermen sent the colonel word that his cattle had increased alarmingly, and that there was not enough grass in the island to maintain them. So he sent men to bring them off. There is probably nothing more sublimely awful in the whole history of cattle raising than the story of those beasts, from the time they were driven from the island until they were scattered to the four corners of Western Texas. Among these Matagordian cattle which had run wild for years were eight hundred noble and ferocious bulls; and wherever they went they found the country vacant before them. It was as if a menagerie of lions had broken loose in a village. Mr. Maverick never succeeded in keeping any of the herd together; they all ran madly whenever a man came in sight; and for many a day after whenever any unbranded and unusually wild cattle were seen about the ranges they were called 'Mavericks'."

of cattle were collected in the spring of 1866 and driven across the Red River to principal shipping points.

The general quality of these herds was greatly inferior even to the general run of the old-time "Texas longhorn." In fact, many of the cattle driven North in 1866 were recruited from the herds of wild cattle then wandering in great numbers over the state. The presence of these wild animals in the drove gave the cowboy no end of trouble, for the least untoward event set the suspicious brutes on the stampede, every such occasion meaning the loss of hundreds of dollars to the owner of the herd. Then, there were other gauntlets of danger and difficulty to be run by these drovers. The "Texas fever" was the bete noir of cattlemen, not so much because of the actual destruction wrought among the cattle by the disease, as by the general apprehension excited in the public mind that all Texas beef was fever tainted and that Texas cattle were carriers of the disease among northern stock, all this operating for some time as an almost effectual bar against the sale of cattle from the south of the Red River. To resist this invasion of disease some of the inhabitants of Kansas and Missouri whose farms were along the general route of the Texas drives took exceedingly rigorous methods of stopping the passage of Texas drovers through their neighborhoods. Instances are known in which Texans were severally punished and their cattle scattered through the woods and ravines beyond all hope of recovery. Originating in an honest desire to protect their live stock against imported disease, this hostility to Texas cattlemen became a cloak for the operations of gangs of blackmailers and outlaws such as would put to shame the banditti of the middle ages. Says one who wrote of that period from knowledge at first hand: "The bright visions of great profits and sudden wealth that had shimmered before the imagination of the drover were shocked, if not blasted, by the unexpected reception given him in Southern Kansas and Missouri by a determined, organized, armed mob, more lawless, insolent and imperious than a band of wild savages. Could the prairies of Southeast Kansas and Southwest Missouri talk they could tell many a thrilling, blood-curdling story of carnage, wrong, outrage, robbery and revenge, not excelled in the history of any banditti or the annals of the most bloody savages." It became necessary for the drovers to avoid these danger-infested regions, and instead of going directly to the nearest shipping point, which was then Sedalia, Missouri, they detoured to the east or the west, reaching the railroad either at St. Joseph or at St. Louis.

The prejudices against Texas cattle and the dangers of the trail gradually subsided, though not till many a cattleman had gone bankrupt or suffered worse injury. In 1867, however, a new status was given the cattle traffic. Up to that time the Missouri River had furnished the nearest and most convenient shipping points for the Texas cattleman, and the trails thither were long and, as we have seen, often dangerous. It was to relieve these conditions that, in the year 1867, Joseph G. McCoy selected, along the route of the newly built Kansas Pacific Railroad, the embryo town and station of Abilene as the point to which all the cattle trails from the South and South-

west should converge and disgorge the long-traveled herds into waiting cars, thence to be hurried away over the steel rails to the abattoirs and packing houses of the East. Abilene was no more than a name at that time, and McCoy and his assistants set about the building of immense cattle pens and the equipments essential to a shipping point. These were completed in time for the fall drive, and Abilene was thus launched upon its famous and infamous career as "the wickedest and most God-forsaken place on the continent," a detailed description of which is, happily, no part of this history.

By proper advertising of its advantages as the nearest and most convenient railroad station for Texas shippers, by the year following its establishment all the trail-herds were pointed toward Abilene as their destination. There the buyers would meet the drovers, who,



HERD OF RANGE CATTLE

having disposed of their cattle to best advantage, would usually turn their steps to the flaunting dens that offered iniquity in every conceivable earthly form. It is estimated that 75,000 Texan cattle were marketed at Abilene in 1868, and in the following year twice that number.

As is well known, the Texas "longhorn" of those days had characteristics of figure, proportion and disposition which were of equal fame with his value as beef. Texas fever or almost any evil imputation could more easily lodge against this animal than against the more sleek and docile appearing "farmer cattle," so that it is not strange that on the cattle exchanges "Texans" were usually quoted distinct and at marked disparity of price compared with those brought by other grades. The process of grading which worked out from Texas herds this longhorn breed was a long time in accomplishment, and in time practically covers the epoch of the range cattle industry as

distinct from modern cattle ranching. Though the Texan cattle thus labored against adverse influences both at the hands of the buyer and of the consumer, none the less the range business, both through the profits to be derived and through the nature of the enterprise attracted thousands of energetic men to its pursuit as long as the conditions necessary to its continuance existed. The decade of the '70s was marked with many developments in the cattle industry. Prices were up, the demand for cattle from Texas was not so critical, and it is estimated that 300,000 head were driven out of the state to Kansas points in the year 1870. Another factor that made the cattle traffic for that year profitable was a "freight-war" between the trunk lines reaching to the Atlantic, the reduction in freight rates simply adding so much extra profit to the cattle shipper.

In 1871, as a consequence of the prosperity of the preceding year, the trails leading to the North were thronged with cattle, and the constant clouds of dust that hung daily along the trail, the ponderous tread of countless hoofs, and the tossing, glistening current of long-horns presented a spectacle the like of which will never be seen again. Six hundred thousand head of Texas cattle went into Kansas in 1871, and these numbers were swelled by contributions from the other range states. But the drovers were not met by the eager buyers of the year before; corn-fed beef from the middle states had already partly satisfied the market; the economic and financial conditions of the country were not so good as in the year before; railroad rates were again normal and as a result half of the Texas drive had to be turned on to the winter range in Kansas. A rigorous winter, with much snow following, and much of the pasturage having already been close-cropped, thousands of cattle perished, and the year goes down in Texas cattle history as almost calamitous. The year 1872 saw only about half the number of cattle in the preceding year driven North, although better prices prevailed and the average quality of the stock was better. About this time Texas stockmen began the practice of transferring their cattle to the northern ranges for fattening, a method which soon became one of the important features of the business.

Practically all the activities of North Texas came to an abrupt pause as a result of the panic of 1873, and the cattle business, being more "immediate" in its workings, suffered more severely than others. The pall of depression hung over the business world even before the colossal failure of Jay Cooke in September, so that the 400,000 Texas cattle that were driven North found the buyers apathetic, to say the least. Many held off for better prices in the fall, only to be met with overwhelming disappointment when the crash came. Naturally, the range cattle fared worse in competition with the farm cattle, which was nearly equal to the market demand. Everywhere there was over-supply and glutting of the markets. Many Texans were in debt for money advanced by banks in preceding seasons, and as no extensions of credit could be made there were hundreds of enterprising cowmen in Texas in that year who faced complete defeat, although Texas pluck and persistence saved them from annihilation. To such straits did the business come in that year that a considerable proportion of

the cattle were sold to rendering plants, which were set up in various parts of the state as a direct result of the depression; the hides, horns, hoofs and tallow were more profitable for a time than the beef. Conditions warranted these operations only a short time, and since then there has been no slaughtering of range cattle as a business proposition merely for the by-products.

Much interest attaches to the series of developments by which the Texas cattle industry grew in importance during the years before 1873, and how from a limited and unprofitable market at the gulf ports the tide of cattle was turned to the North and was even then being directed toward new shipping centers with almost each succeeding year. New Orleans and the lower Mississippi points were the destinations for the earliest cattlemen. Then Memphis and St. Louis received the bulk of the trade; still later Sedalia and Kansas City; Abilene had its infamous "boom" as a cowtown; and later Junction City, Wichita, Fort Dodge and other railroad points in Southern Kansas, but coincident with the construction of the M. K. & T. Railroad south through Indian Territory to Denison, which remained its terminal point for several years, the trail-herds of West and South-west Texas were directed in an ever increasing stream toward this part of North Texas. Nevertheless, the railroad mentioned must not be credited with establishing this general route for the drives, and although it was a positive influence to this end and the Denison terminal was a shipping point of more than ordinary magnitude, it remains true that a great part, perhaps a majority, of the cattle were driven past this point and on to the popular herding grounds in South-eastern Kansas. The true explanation seems to be that this "Baxter Springs Trail," as it was long known, and which even in the sixties had become much of the way, a well worn road, was a logical route to the northern markets; that the railroad, in following its general course, merely supplied an iron highway instead of the already favorite trail and that the convergence of the cattle routes through Fort Worth, which began to attract marked notice in 1874, and the subsequent extension of the railroad facilities from the Red River to that point, were a series of events, based in the first instance on natural causes, that have raised Fort Worth to its pre-eminence as the cattle market of the Southwest.

While Abilene held the center of the stage as a shipping point, the "Shawnee Trail" came into general use. This took its course through a more westerly part of the territory than the Baxter Springs route, crossing the Arkansas River near Fort Gibson, thence through the Osage Indian Reservation to the Kansas line, and thence north to Abilene. The promoters of Abilene in 1868 had this route shortened by surveying a direct trail south to the present City of Wichita, marking the course by small mounds of earth; this being the only instance when a cattle trail was located with anything like mathematical precision. The southern end of this trail, terminating at Wichita, was long used after Abilene ceased to be a shipping point.

There is a distinction to be drawn between the trails that were followed primarily as a route to market and those which were established as a

highway of communication between the southern and the northern ranges. The "Baxter Springs Trail" seems to have combined both these features; while the "Shawnee Trail" was principally used as the most convenient way to reach the railroad. Further to the west than either of these was the famous "Chisholm" or "Chisum" trail, which took its name from Jesse Chisholm, a half-breed Indian, and one of the earliest stockmen of the territory. This trail came into prominence after the custom had been established of transferring the southern cattle to the northern ranges, there to be held and fattened for market. Beginning at the Red River, it crossed the western portion of the present Oklahoma into Kansas, and during the seventies so many cattle were driven this way that it presented the appearance of a wide, beaten highway, stretching for miles across the country.

The other trail that deserves mention was the "Panhandle Trail," whose location is explained by the name, and which was likewise used principally for the transfer of Texas cattle to the ranges in Colorado or more northern states.

These trails, which were so called with laudable exactness of definition, though leading with sufficient accuracy to certain destinations, were as sinuous in their smaller lengths as the proverbially crooked cow-path. This was especially true of the more westerly routes, where it was necessary for the drover to direct his herds so that a sufficient water and grass supply was each day accessible, these prime considerations making a meandering course, the only feasible one in the plains country.

Notwithstanding that the years immediately following the panic of 1873 was a time of depression in the cattle business as well as other industries, there was a realignment of forces going on in Texas which was to make its influence felt when the time of prosperity again arrived. The natural economic resources which had lain dormant during the war and reconstruction period were just beginning to be touched by the wand of enterprise when the panic came, and though this cause operated as a serious check, it was only temporary, and when stability was once more restored to financial affairs Texas literally bounded forward along every line of progress. This fact is well stated in the following newspaper comment which appeared in April, 1875: "But a very few years ago the traffic in Texas cattle with the North was a very small affair. The first herds were driven into Kansas about eight years ago. Nearly every succeeding year witnessed an increased number until the aggregate of one season amounted to over six hundred thousand, and when estimated in dollars the aggregate for the past eight years will reach eighty millions. The peculiar condition of our state and people during the eight years in question, immediately succeeding the close of the war, rendered it necessary to expend the greater part of this sum in bread-stuffs, clothing, wagons, agricultural implements, etc., so that very little of the money found its way back to Texas. A different state of affairs is manifest today, and the balance of trade is slowly swinging in our favor, being assisted by the increase in home manufactures."

Also, about that time the movement became definite which has resulted in the extinction of the longhorn range cattle, so that at this writing one of the old-time "Texas steers" is a distinguished rarity

in the markets. The prophecy of this modern state of affairs was thus couched in a Fort Worth democrat editorial during the spring of 1874: "Several hundred head of blooded cattle have been imported into this county (Tarrant) during the past twelvemonth. These will," the editor states, "in a few years greatly improve the grade of cattle in the county. Stockraising in considerable quantities will soon become obsolete in this section, and fewer numbers, of much finer grades, will be raised. It is conceded by stock-raisers of Kentucky, Illinois and Missouri that more money is realized by raising a few good cattle than from large numbers of ordinary breeds. Our farmers are beginning to appreciate this fact."

The prices for range stock during 1874 and 1875 remained very low, seldom rising above two dollars per hundred.

This continued disparity of the Texas cattle in competition with other grades was no doubt a principal factor in convincing the Texas stockmen of the necessity of improving his breeds.

The refrigerator car as an element in the cattle business of Texas receives notice in May, 1877, in the following paragraph from the Fort Worth Democrat: "The first carload of fifty beeves in quarters, in a Tiffany refrigerator car, which is just now coming into general use, was shipped yesterday from Fort Worth to St. Louis. Some two years ago a company was formed at Denison for shipping beef in refrigerator cars, but proved a failure. Tiffany has since improved the cars to commercial efficiency, and has provided ventilation so thorough and adapted to both summer and winter use as will enable meats to be carried almost any distance without taint or loss of flavor." Another issue of the same paper, commenting on this "wonderful discovery," goes on to assert that "so soon as the various railroad lines can supply their roads with these cars, beef and other meats will be slaughtered in the localities where raised and will be sent to market in dressed form, saving transportation fees on offal and useless matter."

But the climax of the range cattle business was now approaching. Not only were the farmer settlers crowding the cattlemen West, but the stock industry itself was proving so attractive that during the early eighties practically every square mile of the range country was utilized to the point of crowding. The rush to the range cattle country during those years was quite comparable to a mining rush, in the splendid visions of the sudden wealth that actuated the participants, as also in the later failure and disappointment that swept into oblivion the majority of such fortune hunters. The glamour of romance and the gleam of riches had been thrown over the cattle range. Its stern aspects, its hardships, its sacrificing toil, were subordinated to its picturesque features, which many an old cattleman will dispute ever having existed elsewhere than on the pages of romance. The titles "cattle king" and "cattle baron," coined probably by some zealous newspaper man, sounded impressive to the uninitiated and were often an all-sufficient stimulus to the ambition of an easterner plodding the slow road to prosperity. As one miraculous cure will establish the world-wide fame of a relic which thousands of other worshipers have adored in vain, likewise a few examples of success in cattle ranching gave dazzling promise to all who

would undertake its pursuit. The glowing reports of the western cattle industry that were found current in all parts of the world resulted in a large immigration to the range country, and the mania for investment in cattle and for booming every department of the business stimulated a false prosperity that could have but one end. Values rose beyond all precedent, and those who marketed their stock during the first two or three years of the "boom" realized profits that, had they then withdrawn from the business, would have left them well within the realm of wealth. But the contagion of the enterprise seemed to infect the experienced cattleman as well as the tyro. The season's drive ended, the accruing profits were reinvested, and thus the bubble expanded till it burst.

To properly understand the culmination of the conditions which brought the range cattle industry to its climax in the eighties, it is necessary to go back to the origin of the industry and state the "rules of the game" which had obtained as unwritten law as long as free range lasted.

"For a decade or two after the Civil war the range country of Texas was open and free to whosoever might go in and occupy parts of it, and nature provided food for the cattle without labor, without money and without price from their owners. The cattlemen of that period thought they 'had struck it rich,' as indeed they had, so far as free grass and a range that appeared to be unlimited and inexhaustible could help them on to fortune. They had also thought that they had a perpetual possession in which these conditions would continue, but little, if at all, disturbed, and that their business would go on indefinitely independent of most of the trammels and restraints to which men were subject in the settled parts of the country. The country appeared so endlessly big and its grazing resources seemed so great that it was hard for any man to foresee its 'crowded' occupation by range cattle far within the period of his own lifetime, to say nothing of serious encroachments upon it by tillers of the soil. In these years the methods and practices of the western stockmen as they advanced into the range country were much the same wherever they went.

"The first impulse of a pioneer cattleman who had entered a virgin district with his herd and established his headquarters there was mentally to claim everything within sight and for a long distance beyond. But when the second one appeared with his stock the two would divide the district, and each keep on his side of the division line as agreed upon. As others came in, the district would be still further divided, until, according to the very broad views our pioneer friends held as to the length and breadth of land each should have for 'elbow room,' it had become fully occupied. There was nothing to prevent them from appropriating the country in this manner and arbitrarily defining the boundaries of their respective ranges, and with this practice there developed the theory of 'range rights'—that is, of a man's right to his range in consequence of priority of occupation and continuous possession, although none asserted actual ownership of the range land, nor did any of them really own as much as a square yard of it. Still, under the circumstances, the theory of 'range rights' was not an unreasonable proposition.

"For a district to become 'fully occupied' did not at that time imply that the cattle outfits in it were near neighbors. In making claim to a

range each stockman kept far over on the safe side by taking to himself a-plenty, and therefore their ranch buildings were anywhere from fifteen to thirty miles apart, and sometimes even farther. As a common rule each man recognized and respected the range rights of his neighbors in good faith, but occasionally there were conflicts."

Such were the conditions up to the time of the boom. Then, in consequence of the immigration of farmers and the many new aspirants for success in the range business, the old cattlemen became generally apprehensive for the future of their business. It seemed that even the vast range country, much of which, indeed, has since been proved agriculturally valuable, might at no distant day be filled up by the land-owning, fence-building and generally troublesome farmer, not to mention the restrictions of range freedom that were being set by the greater numbers of cattlemen.

Therefore the majority decided to make their shortening days of grace strenuous ones, and to this end began the practice of stocking their ranges to the very limit. Where the long-horn had hitherto grazed the grass from twenty-five or more acres, he was now often limited to ten. This practice of overstocking the ranges became increasingly general, and the several inevitable results were not long in precipitating widespread calamity.

The practice led first of all to an abnormal demand for stock cattle. Prices quickly rose from \$7.00 to \$8.00 a head and \$10.00 and \$12.00, and large shipments were even sent from the middle states to form the basis for the range herds. Of course this inflation of values deepened the veneer of prosperity which gilded the entire business and increased the recklessness of those who hoped to catch the golden bubble before it burst. The beef-cattle market continued strong, some Texas "grass fed" steers selling in Chicago in May, 1882, at \$6.80 a hundred, and upwards of \$6.00 being offered in the corresponding month of the next year. But the ranges were not capable of supporting the great herds of hungry cattle that cropped their grasses so close and in many cases so trampled them that their productiveness was permanently impaired. A rainy season and an open winter alone could maintain the cattle industry at the high pressure at which it was being driven, and those conditions could not be depended upon. In the hard winter of 1882-1883 cattle died by the thousands, and those that were not ruined by nature's penalties did not have long to wait for the economic overthrow. Prices for market stock remained high throughout 1883 and the early months of 1884, but in the fall of that year the decline began and by the middle of 1885 range cattle sold high at \$10.00 a head and thousands went for less. The delusive value of "range rights" and "free grass," so often estimated as assets, could not be realized on, and the unfortunate stockmen found the returns from their herds to give them a mere pittance compared with the original investments. A case is recorded in which a Texas cattleman, who in 1883 had refused \$1,500,000 for his cattle, ranch outfit and range rights sold them all in 1886 for \$245,000.

With the collapse of the great boom of the eighties, it may be said that the doom of the range cattle industry was sounded, and since then a complete rearrangement has been taking place by which modern con-

ditions have been ushered in. The fiction of "range rights" gave place to the purchase outright or the leasing of tracts of range land. The introduction of wire fences into general use set definite boundaries to each cattleman's possessions and largely did away with the "open range." Railroads went West and South, and were intersected by cross lines, which, more than any other influence, caused the breaking up of the range into ranches and stock farms. The improvement of the grades of cattle, and the gradual elimination of the long-horns, the beginnings of which we have already noted, have been steadily working the transformation which is now so complete that only the older stockmen have any knowledge of the conditions that we have just described. The stock industry is now a business, almost a science, and is conducted along the same systematic lines with other departments of modern industrialism. Cattlemen no longer pursue their calling outside the borders of the permanent settlements; receding before the whistle of the locomotive they built their ranch houses along the lines of steel, and their industry has become an organic factor in the world's activities.

During the sixties and early seventies Mr. J. F. Glidden, at his home in DeKalb, Illinois, had been conducting the experiments which resulted in the production of barb-wire, and it is worth while to turn aside and give in some detail the history of the invention which has meant so much in Texas. The first patent covering his invention was secured and bore date November 24, 1874. Smooth wire had already been used to a considerable extent for fencing purposes. It was cheap and answered the purpose to a certain extent, but it was by no means proof against cattle, and in consequence smooth-wire fences were constantly in need of repair. It was while replacing wires that had been torn from the posts by cattle that Mr. Glidden noticed some staples hanging to the wires, and from this conceived the idea of attaching barbs or points firmly to the wire at regular intervals, in this way preventing cattle from exerting pressure on the fence. It was at first only an idea, and there were many things to overcome in perfecting it, but it continued prominent in Mr. Glidden's mind, and after considerable thought he began experiments in perfecting a style of barb and firmly attaching it to the wire. He made his first perfected coil barb by the use of an old-fashioned coffee mill, of which he turned the crank by hand. Later on he devised better and more substantial machinery for this purpose, and would then string a number of barbs on a wire, placing them at regular intervals, and laying another wire without barb by its side, twist the two together by the use of horse power. Thus by the twisting of the wires the barbs were permanently held in place, and the result obtained in this primitive way was sufficiently satisfactory to convince him of the ultimate success of his invention. In the fall of 1874 Mr. Glidden gave, for a nominal sum, a half interest in his patent to Mr. I. L. Ellwood, of DeKalb, and a factory was erected in that city for the manufacture of the new wire. Machinery was designed with which the barbs were attached to a single wire and then a smooth wire twisted with it to a length of 150 feet; this length was then wound on a reel and the process continued until the reel was filled. Soon afterward a machine was made which coiled the barbs upon one wire, twisted

them together and wound the finished wire upon the reels ready for shipment, each machine having a capacity of twenty reels daily.

Such was the inventing and manufacturing side of it. But, as has been the case again and again in the history of machinery, a really excellent device may be lost to the world because sufficient aggressiveness has not been employed in its introduction to the public. The man selected by Mr. Glidden to show the merits of his barbwire was Mr. Henry B. Sanborn. Conservation, if not prejudice, worked against the first sale of this article, only two or three reels being sold at Rochelle, Illinois, and some small orders coming during the following months. In the spring of 1875 Mr. Sanborn and Mr. Warner both set out to introduce the wire into the Southwestern and Western States, where its field of greatest usefulness lay. In the meantime a half interest in the DeKalb plant was transferred to the well known wire manufacturers, Washburn and Moen



HEREFORDS

Manufacturing Company of Worcester, Massachusetts, the contract with Sanborn and Warner being reaffirmed by the new partnership.

In September, 1875, Mr. Sanborn made his first invasion of Texas territory in the interest of the barb-wire industry. He soon found out that fencing material was much needed in this great cattle country, but the prejudice against the use of barb-wire seemed to be very strong. As a sample of the objection, one large cattle owner told Mr. Sanborn that the barb-wire fence would never do; that the cattle would run into it and cut themselves, thus causing endless trouble from the screw worm, which invariably attacks cattle in Texas when blood is drawn. But Mr. Sanborn was proof against all such discouraging sentiments, and he knew that once a wedge of sales entered the entire people would be in time brought over to the new fence. He had a carload of the new wire shipped to various points in the state, had Mr. Warner to come on and help him, and then took the field in the country for the purpose of introducing it to the actual consumers. At Gainesville he sold the first

ten reels of barb-wire ever sold in the state. Thence he went to other towns, and during a trip of eleven days in a buggy he sold sixty reels; Mr. Warner was at the same time in the country west of Dallas and selling as much or more. At Austin Mr. Warner sold to a firm of ranchmen for their own use the first carload sold to consumers. The aggressive work of the partners soon introduced the invention to many towns and outlying districts, and after a month or so of effective drumming and advertising they returned to the North. In January, 1877, they made a new contract with the Washburn and Moen Manufacturing Company for the exclusive sale of the Glidden barb-wire in the State of Texas, and established their office and headquarters at Houston.

By this time barb-wire had reached the importance of an issue among the people of Texas. Its sincere friends were many and daily increasing, but many more from self-interest as well as conservatism opposed it most vehemently. The lumbermen were unfavorable because its introduction would mean a decrease of the use of wood material for fencing purposes, and the railroads allied themselves with the lumbermen, whose shipments would thereby be diminished. Injury to stock was common ground for opposition, and bills were even introduced into the legislature prohibiting its use, but happily a rallying of the friends of barb-wire defeated the inimical measures, and the entire agitation worked for the welfare of the wire fence movement. In a few years the barb-wire sales of Sanborn and Warner in this state ran well up toward the million dollar mark. Messrs. Sanborn and Warner continued their partnership until 1883, when the former purchased the latter's interest, the name of Sanborn and Warner, however, being still retained. The contract with the Washburn and Moen Company continued until the expiration of the original Glidden patent in 1891, since which time the company has continued its Texas business from their branch office at Houston. Long before this, however, the work of introduction, so thoroughly undertaken by Mr. Sanborn, was complete and the trade built up to a steady and permanent demand.

The principal factors that brought the cattle industry to its present orderly and substantial basis were, improved stock, provident management, and individual control of more or less of the land upon which each stockman operated, accompanied by the use of fences. The first attempts to introduce better blood into the rough range stock were made in Texas about 1875, and the first introduction of Registered Cattle was by James A. Brock who had a small ranch in Shackleford County although all that was done in this direction before 1885 was experimental and had little effect in raising the general grade. In fact, there was some prejudice in those days against the heavy farm cattle, which, it was believed, would not thrive under range conditions nor have the hardihood to withstand the hardships of winter and drouth. But after 1885 "a large item in the expense account of every ranchman whose operations were of considerable magnitude represented his outlay for high-grade and registered bulls. High-bred breeding stock was brought into the range country in numbers that aggregated thousands of head, and that, it is no exaggeration to say, cost hundreds of thousands of dollars. These bulls came not only from the stock farms of the East, but from England, Scotland and

continental Europe. Quality was bred into the herds, and the range beef steer was raised to a high plane of excellence."

"So the process of improving and upbuilding the range herds through the introduction of better stock and by selective breeding was undertaken and soon became general. The long-horn and all its kindred were rapidly eliminated.

"These slender, long-legged, narrow-faced, slabby, nervous animals, that could run like a deer, that were subject to panic whenever they saw a man not on horseback, and that had horns reaching far out from their heads, within a few years practically became extinct creatures. Their places became more than filled by broad-backed, thick-loined, wide-shouldered cattle that in many instances yielded the largest possible amount of beef from the least possible amount of food, that topped the market, and that were as easy to manage as so many barn-yard heifers; the short-horned and the no-horned, the red-bodied and white-faced, and the black and the mixed-hued, the short-legged and the medium-legged—but all fine beefers."

Instead of depending entirely upon having their cattle "rustle" a living from the pastures the twelvemonth through, under any and all conditions, the stockmen began providing a reserve supply of forage with which to tide over the hard spells of weather. The pastures still remain the chief dependence, and ordinarily the stock gets along very well upon them; but the West Texas cattlemen have discovered that the soil will produce more than the native grasses.

With the breaking up of the ranges some portion of each ranch is devoted to the production of kaffir corn, milo maize, and other non-saccharine sorghum plants, with which the cattle are fattened at home, instead of the old way of driving them from the range to the northern feeding grounds. Instead of being left standing till the cattle cropped them, the tall and succulent grasses are now cut with mowing machines and stacked for the winter's use. Furthermore, the modern stockman will not hesitate to import winter feed for his cattle, although such providence in caring for the stock would have been considered folly by the old-timers in the business.

Ranch management in all its details is being systematized. Instead of driving his herds from place to place in search of grass and water the cattleman of today is fencing in small areas, driving wells and building dams and reservoirs, and raising the food for his cattle, feeding them with his own hands, watering them and looking after them closely, which would have been considered absurd and effeminate a few years ago.

The "water holes" and surface streams that formerly furnished all the water for stock are now supplemented by wells. Forty years ago the average cattleman would have ridiculed the idea that he was driving his herds over a vast lake of pure water or that it would be easier to tap the supply and draw it to the surface than to continue to drive his cattle to a stagnant pool ten miles away. But the underground lake exists, as the plainsman finally realized, and he has since been working out the problem of getting the water to the surface. For this purpose windmills have been generally employed, and the traveler through the plains country finds the numerous windmills the most impressive feature

of the landscape, Midland and other towns being worthy the names of "windmill cities."

As related elsewhere in these pages, the close of the Civil War found the livestock industry in a greatly disorganized and chaotic condition. The absence of the owners and employes, who had enlisted in the army, left the herds without supervision or control and they rambled without let or hindrance over the surrounding country, frequently going great distances from their location. The war over, adventurers and unscrupulous individuals, possessed of only a lariat and branding iron as their entire capital, proceeded to put their mark and brand on all of the stray animals which they found, and many of them soon had quite respectable quantities of cattle. They were no respectors of persons or property rights, and it was no unusual thing to see a calf in one mark and brand, following its mother in another entirely different and distinct mark and brand. This entailed enormous losses to the owners of herds, and every effort to check and subdue it proved unavailing. It became so intolerable that the cattle raisers in Northwest Texas decided to organize for their mutual protection. To this end, a meeting was called at Graham, Texas, on the 15th of February, 1877. In response to this call about forty-five cattlemen assembled and proceeded to the organization of what was called the Stock Raisers' Association of Northwest Texas. As far as the writer has been able to ascertain only eight of these men are still alive. These are J. H. Graham, L. T. Clark, Sam Glasgow, W. C. Hunt, S. B. Burnett, B. R. Willet, W. S. Ikard and Tom Waggoner. All of the others have passed over the divide. They proceeded to the adoption of a constitution and by-laws for the government of the association and elected C. L. Carter, of Palo Pinto, president. J. D. Smith, vice president; J. C. Loving, of Jack County, secretary and treasurer. Colonel Carter, who was familiarly known by his friends and associates as Kit Carter, was elected president each succeeding year but one to the time of his death in 1888. The term which he did not serve, he was nominated, but requested that he be allowed to retire on account of his age and that the office be filled by a younger and more active member.

C. C. Slaughter was elected to take his place in 1885 and served one year. At the annual meeting in 1886, Colonel Carter was again elected president by acclamation, without a dissenting voice, and was president when he died. He was a man of rugged integrity and sterling qualities, universally respected and beloved by all who knew him.

Mr. Loving served as secretary until his death on November 21, 1902. He filled the position of both secretary and treasurer until March, 1893. He also served eighteen years as general manager of the association, having charge of all of its affairs, the employment of inspectors and every other matter of business affecting the association. In March, 1893, he was succeeded as treasurer by E. B. Harreld, who held the position until March, 1900, when S. B. Burnett was elected treasurer and has been elected each succeeding year since. Upon the death of Colonel Carter, J. W. Colston was chosen by the executive

committee to fill out the unexpired term of Mr. Loving. At the annual meeting in March, 1905, John T. Lyttle was elected secretary and general manager, and held the position but a few months, until his death in 1906. He was succeeded by H. E. Crowley, who served for two years, when E. B. Spiller, the present secretary, was elected and has served continuously until the present time. The association keeps a large number of cattle inspectors at the principal markets, shipping points and on the trails leading out of the state, who look after ranch depredations and sequester cattle which are not found in the mark and brand of the shipper, and has succeeded in breaking up organized bands of thieves and sent many of them to the penitentiary.

At the organization of the association at Graham the country was divided into districts and each district assigned to the supervision



STOCK FARM

and management of one of the residents of that district, whose duty it was to supervise the semi-annual "round-ups."

At each of these "round-ups," spring and fall, representatives of the different ranches within the district assembled at a certain point and proceeded to gather all of the cattle in the vicinity and to separate the animals of different mark and brand, and when this was done they were driven back to the range where they belonged. This method of procedure continued until the advent of the barbed-wire, since which time it has become obsolete.

The success of the Cattle Raisers' Association of Northwest Texas attracted the attention of the stock raisers in South Texas, and a similar organization was formed there along the same lines and with the same beneficial results. These two associations continued until 1893, when representatives of each association met in the city of Austin, and under the direction and management of Mr. C. C.

Slaughter of the Northern Association and Mr. Seth Mabrey of the Southern Association, an amalgamation was had and one organization was recommended, to be known as the "Cattle Raisers' Association of Texas," which was approved by both associations at their subsequent annual meetings and has continued under this name until the present time.

The association now has members not only in Texas, but in Oklahoma and New Mexico, and numbers about 6,500. It is probably the largest and wealthiest business organization in the country.

The protective and detective features were the prime objects of the association at first, and while still insisted upon, they are of less importance now than other questions affecting the interests of their members, consisting, foremost, in agitating the question of government regulation of railroad rates and the suppression of rebates, which are among the most prominent economic questions before the American people for solution. Its attorneys have been before committees of Congress, the Interstate Commerce Commission, the State Railway Commission and in the courts, advocating and defending the interests of the cattlemen.

Some years ago another organization was perfected in the Panhandle, known as the Southwestern Cattle Raisers' Association. This was not in opposition to the Texas Cattle Raisers' Association, and the two organizations worked together in perfect harmony. It was contended by some that the Panhandle was so remote from the parent association that the interests of the Panhandle cattlemen were not sufficiently protected.

At the meeting of the Texas Cattle Raisers' Association held at El Paso in March, 1921, the two associations were amalgamated under the name of Texas Southwestern Cattle Raisers' Association. The number of directors was increased so as to give the Panhandle men representation, and the association is thereby strengthened and its facilities for guarding the interests of the industry increased.

FREE GRASS

One of the most bitter controversies connected with the cattle industry was that over use of the open range by people who had no vested rights in the soil either in fee or leasehold.

The State of Texas donated large quantities of land to aid and encourage the construction of railroads. It was provided in the grant that the railroad should survey the lands, and alternate sections were assigned to the public free schools. For a number of years the railroads exercised no control or supervision over the lands thus acquired, and the ranchmen used them for grazing purposes without let or hindrance. They also proceeded to use and occupy the school lands. Subsequently the ranchmen bought or leased the lands belonging to the railroads, and soon they thus acquired the rights to use the school lands. This contention was strenuously contested by those who had cattle on the range. The Texas Live Stock Journal and the Fort Worth Gazette, under the same management and control, espoused the interests of those who contended for the use of the school lands,

and what became known as a Free Grass War was bitter and relentless.

The State of Texas cut the gordian knot about 1881 by enacting a law putting the school lands on the market to actual purchasers at 50 cents per acre. The amount of purchase was limited to seven sections for each person, but this limitation was easily overcome by getting friends or employes to make application for seven sections, which, when granted by the land office, was at once transferred to their principals. In this manner some of the largest ranches in the West were formed. Then it was that the installation of the barbed-wire fence, which is related elsewhere, became an important factor in range condition. The men who had occupied and utilized the free range resented this invasion as strenuously and bitterly as they had contended for free grass, and they cut the wire fences almost as rapidly as they were constructed. Vigilance committees were organized, and the state rangers were utilized to run down these wire-cutters and bring them to punishment.

Under the law property rights were soon established and the controversy ended to the benefit of all concerned. At this time probably every ranch in the West is enclosed with substantial fences, divided into pastures and the services of the "line rider" dispensed with. This, while it required a large investment of capital, has proven of inestimable value and the saving of enormous expense to the cattle raiser.

HORSES

Prior to the advent of the barbed-wire fence and the acquisition of land in fee by the cattle raisers the horse was an important and necessary part of the equipment of every ranch. The principal animal used was the Texas mustang, a hardy, fleet and sure-footed and almost untamed equine. Each one of the employes of the ranch would have his "string" of ponies, and the custom was to use one for each day of the week, and the remainder of the time they were turned out to graze and usually had to be broken anew when their turn for use came. They seldom, if ever, had any food except the grass upon which they grazed during the days when they were not at work.

As late as the decade of the '70s there were many large herds of mustangs running wild on the prairies of West Texas, which were captured and broken for use. After the ranges became fenced the necessity for a large number of horses was not so imperative and a better and more docile breed was utilized.

In 1890 there were about 6,000,000 horses in Texas, but the assessment roll for 1920 showed there were 1,840,518 enumerated for taxation purposes. That they were a good class of horses is evidenced by the fact that they were valued at a little more than \$81,000,000.

SHEEP

This branch of the livestock industry has had such varied experience that it is difficult to ascertain authentic data relative thereto. Prior to 1882 the cattle raisers were very much opposed to the introduction of sheep on the ranches. At that time the Texas Live Stock

Journal, the authentic and recognized exponent of the livestock industry, inaugurated a campaign for the broadening and development of the flocks. It established a paper called the Wool Grower, and enthusiastically advocated the raising of sheep, portraying, in the most glowing terms, the possible advantages and profits to follow sheep raising. It attracted wide-spread attention throughout the entire country, and, because of the usual equable climate, sheep raisers in the northern and eastern states came to Texas and invested large amounts of money in sheep, and the cattlemen themselves added flocks to their herds. In 1809 there were something like 9,000,000 sheep enumerated by the assessors in the state, and the number of sheep and the amount of wool clipping reached fabulous sums.

Much adverse legislation on the part of the national government admitted wool from Australia and the South American countries free



SHEEP

of duty, practically destroying the industry, so that the returns for 1920 show that there were only 1,640,610 sheep on the assessment roll for the entire state.

There were many ludicrous and oft times pathetic incidents connected with the industry, in which persons, unacquainted with the peculiarities of the Texas climate, suffered great losses. One instance will suffice to show the extent of the misfortunes attending some of the activities of the "tenderfoot."

A sheep grower from the State of Vermont purchased a large tract of land in Erath County and imported a large flock of fine sheep. Asked if he had made provision for the protection of his sheep, he replied that it was entirely unnecessary, as he had raised sheep in Vermont and that he knew the Texas climate to be so much milder that sheds and sheep folds were unnecessary. He could not be convinced that he was in error; but one night a Montana blizzard struck his sheep, the rain and sleet saturated their fleeces, there was not

sufficient animal heat to counteract the effect of the cold, and the next morning he found himself possessed of some bitter experience, but no sheep, they were all frozen to death.

There is a vast area of broken-up lands in West Texas peculiarly adapted to the grazing of sheep, and, if the National Government could be induced to afford the same protection to the sheep raiser in the Southwest that it does to the manufacturer in the Northeast, it would soon become a very profitable industry. Without this favorable legislation the industry cannot prosper.

The latest available statistics of the number and value of animals in Texas are as follows:

Cattle, 5,308,920 in number and \$100,989,967 in value.

Horses and mules, 1,840,518 in number and \$81,102,614 in value.



BUFFALO HERD

Sheep, 1,640,610 in number and \$6,708,507 in value.

Goats, 1,301,646 in number and \$3,335,429 in value.

Hogs, 882,063 in number and \$4,517,780 in value.

THE BUFFALO

Prior to 1877 large herds of buffalo roamed the western prairies. Early in the fall immense droves of buffalo would come from the western prairies, down through Kansas, New Mexico and Oklahoma, to feed during the winter on the nutritious herbage found in the Panhandle and Western Texas. These herds would frequently number a 1,000 and extend for miles in a black mass over the prairie. They were usually followed by bands of Indians, who slaughtered them for the meat, and who also made incursions upon the frontier settlers, murdering men, women and children and driving off their

horses. In order to check these depredations the general government decided to exterminate the buffalo. Hunters were encouraged to kill the buffalo for the hides and horns, and large parties were organized for this purpose.

Fort Worth became the market for these hides, and long trains of wagons loaded with buffalo hides came to Fort Worth. Storage facilities were wholly inadequate, and at one time what is now the Texas & Pacific Railroad Yards had as much as ten or fifteen acres, five, ten or fifteen feet high, covered with buffalo hides and many acres more covered with horns, hoofs and bones of the slaughtered buffalo.

The largest herd of buffalo now in existence is in Donley County. When Mr. Charles Goodnight enclosed the ranch of Goodnight & Adair, known as the Palo-Duro ranch, a large number of buffalo were enclosed and they and their progeny remain to this day. Mr. Goodnight experimented in crossing the buffalo with the Texas cow, producing an animal which he called Cattalo. The experiment has not been a pronounced success, but he has many animals with large and smooth bodies without the hump; but his example has not been followed very generally by other cattlemen. A case in point is the following newspaper excerpt:

"Surrounded by a wolf-proof and hunter-proof fence the herd of buffalo kept in the preserve of R. V. Colbert, twenty miles east of Stamford, is gradually increasing in size until it gives hope of once more restocking the Texas plains with the animals, all but extinct. Neither Colbert, nor any of his ranch employes nor friends have ever killed any of the buffalo and it is seldom that one is ever sold and then only with the agreement that it shall not be killed.

"Colbert's preserve is on his famous River Ranch and it consists of 12,000 acres. A high wire fence around the place is set upon iron posts deeply imbedded in concrete. It is only occasionally that Colbert or any of his men get a glance of the buffalo. They are free to browse all over the tract without interference. Their only companions are deer and wild turkeys, which Colbert also placed in the preserve. Adjoining the preserve is a tract which contains 700 head of high-class Hereford cattle."

CHAPTER XXXIX

MINERAL RESOURCES

Practically every mineral known to the geological world is found in Texas, and much of it in paying quantities awaiting the magic wand of capital to develop it.

In many instances these deposits are too remote from railway transportation to justify their development.

Oil has been found in so many different parts of Texas that it is reserved for a special chapter.

There are inexhaustible quantities of brown hematite iron ore in Marion and Rusk counties, which assays fifty-five or sixty per cent metal.

Llano County is a veritable mine of magnetic iron, and large deposits of manganese ore are found in several places in the county.

Lignite coal is found in Rusk, Henderson, Bastrop, Williamson, Robertson and Milam counties. There is salt in large quantities in Van Zandt and Mitchell counties. Silver in Presidio and quicksilver in Brewster counties. Gypsum is found in Eastland, Hardeman and other counties. Sulphur in Brazoria, Edwards and Pecos counties. There are copper deposits along the double mountain fork of the Brazos, which have been prospected to a considerable extent, but, as is the case with other minerals, it is too remote from railway transportation to be profitable.

It is asserted that the largest known deposits of kaolin are in Edwards County, but this, too, is some seventy-five miles from the nearest railway station, making its development impracticable.

Coal is found in Rusk, Palo Pinto, Eastland, Wise, Young, Stephens and other counties, and large mines have been opened at Thurber, Strawn, Bridgeport and New Castle. This coal is said to be superior for steam purposes, as it burns with a long flame and without any injury to the boilers. It is not suitable for smelting purposes.

The largest deposit of sulphur is near Freeport in Brazoria, where S. N. Swenson & Sons, one of the leading financial institutions of New York, is mining it in large quantities.

Full cargoes are dispatched from Freeport to all parts of the world. Texas in one plant produces nearly half of the commercial sulphur of the entire world. That statement relating to a mining or manufacturing plant in any other country except the United States would indicate that the business was one of long drawn out duration, but the single plant in Texas upon which the whole world is largely dependent for sulphur for war and commercial purposes is only eight years old.

Eight years ago the sulphur deposits had been discovered in wells drilled for oil on Bryan mound, three miles from what is now the flourishing little city of Freeport. But the men, the means and the money to bring the sulphur from the depths of the earth and provide

transportation to all points of the compass were not at hand. In the brief eight years the men, the means and the money have built a city, providing all modern conveniences, including a hotel worthy of a considerable city, a bank, electric lighting and water system, miles of conduits for the large amount of water used in the production of the sulphur, a modern loading and shipping plant at the mouth of the Brazos, great storage tanks for fuel oil, and a line of steamers which are constantly employed in bringing oil from the Tampico, Mexico, fields.

All of these conveniences, in addition to hundreds of residences for employes, had to be provided in addition to the plant for the extraction of the sulphur from the ores far down in the earth. Approximately five millions of dollars were expended in preliminary work before the many millions were laid out in the thousands of tons of machinery necessary to produce the sulphur.

In all probability there is not another mining or manufacturing plant in all the world where so much money was expended before any of it came back in profits on the investment. That represents the daring and the courage of the men who made this mighty producer of wealth known as the Freeport Sulphur Company of Freeport, Texas. It was the reason why it took so long to find the men and the capital to interest in the venture, and why when once they did become interested, so much was done in so little time.

THE METHOD OF PRODUCING SULPHUR

Sulphur on Bryan's mound is found associated with gypsum at various depths ranging from 840 to 1,000 feet below the surface of the earth. A decade ago, if it had been desired to get the sulphur out it would have been mined, as other minerals are mined, by the means of shafts, tunnels and cross cuts. But this would have been a dangerous and hazardous business for the miners owing to the character of sulphur and the fumes that it gives off in association with gypsum. By the method adopted by the Freeport Sulphur Company the sulphur is extracted from the gypsum by being melted with steam, which is forced under great pressure through one set of pipes, and the sulphur in a molten state is forced out of the ground by compressed air sent down through other pipes.

Sulphur wells are eight and ten inches in diameter, that is, are of a size to take an eight or ten-inch pipe. This outside pipe is set down in the hole to the top of the sulphur bed. Inside of this pipe there is a six-inch pipe which carries the steam under pressure of 300 or more pounds to the cubic inch. Another pipe three inches in diameter is inserted, through which flows the sulphur to the top of the wells and to the bins. Again, within the three-inch pipe, is a one-inch pipe through which the compressed air is forced.

To operate one well requires 6,000 horsepower, and in a day's run of 24 hours each well requires the consumption of 1,335,000 gallons of water and 770 barrels of fuel oil. Operation never ceases day or night, there are no Sundays or holidays, and a well is continuously pumped until all the sulphur is taken out of it. The continuous operation is nec-

essary from the peculiar fact that if the sulphur is once allowed to harden after being heated by steam it cannot be made to flow again, and the well is irretrievably lost. So the work is divided into three shifts of eight hours each, and goes on without ceasing for a minute.

Wells produce various amounts of sulphur per day, and some are worked out in a few weeks while others continue to give out sulphur for several months. Fifty tons per day is a poor well, and, on the other hand, a well that will produce 500 tons per day is a good well. The sulphur is pumped into large open bins which are built up day by day of heavy planks. These bins are approximately 400 feet long, 200 feet wide and when filled are fifty feet high and hold about 120,000 tons of sulphur.

Since the beginning of operations about 230 wells have been exhausted of their sulphur. Six wells are the maximum number pumped at one time, and to provide the steam to melt the sulphur and the compressed air to force the sulphur out of six wells requires 36,000 horsepower and the consumption of 8,000,000 gallons of water and 4,200 barrels of fuel oil per day. The water is brought in a canal a distance of four miles from the Brazos River, and 50,000 pounds of lime are used daily in treating it. More power is required to operate six sulphur wells than is required to operate all of the oil wells in South Texas, one well using more power than the entire Goose Creek field.

The sulphur is shipped from the loading station at the mouth of the Brazos River and four miles from the plant, which is connected by railroad tracks. Special steel cars carry the sulphur from the bins and empty it directly into the steamships. So perfectly organized is the loading work that 3,000 tons have been brought from the plant and loaded on a steamship between sun up and sun down. Sulphur is shipped direct from the plant to all the ports of the world. What the monthly output is, is not made public, but a contract to deliver 40,000 tons a month could be filled without difficulty. When a bin is filled the side boards are knocked off, a double line of railroad tracks are laid to it and the sulphur broken up as desired by a low explosive and loaded directly on the cars. As fast as one bin is used up another is made ready for use and yet another is started.

The sulphur as it comes from the earth is of a rich brown color, but turns yellow on cooling. One man is stationed on the top of the bin when it is being filled who breaks the crusts formed in cooling and spreads the sulphur out so it will cool on a level. Each day the measurements are taken and an estimate made of the production.

New wells are constantly being drilled and made ready to take the place of those exhausted of their sulphur. As fast as one well is completed the derrick is drawn to another place and another well begun. In some places the sulphur deposits are found to be much richer than in others, and wells are drilled within a few feet of each other, while in other places they are a considerable distance apart. When one realizes that only six wells are operated at a time the great astonishment is the vast amount of machinery and the number of men required to operate them. At Freeport there are 810 men on the pay rolls, equalling 135 men to the well operated. All these men, with the exception of a few heads

of departments, live in Freeport and cars run at regular intervals to transport them the three miles between their homes and work.

Another surprising thing about such a big business, which probably represents an investment of \$20,000,000, is the small number of general office men. The general offices are located in three or four small rooms above the little bank in Freeport, and a handful of men do the directing of this big business. Mr. C. A. Jones is general manager, Mr. P. George Maercky, assistant general manager, and in addition to "running" the Freeport Sulphur Company they control the Townsite Company, the Hotel Company, the Bank, the Electric Light and Water Company, the Terminal Railroad Company and the Steamship Line. Mr. Jones also finds time to manage the great landed interests of the Swensons in Texas, consisting of about 600,000 acres of land, a half dozen towns, tens of thousands of acres in cultivated farms, and many thousand head of cattle and other live stock.

THE MEN WHO DID THE WORK

In a new and undeveloped country as Texas, where there are vast acres of unexplored and undeveloped resources, the spending of millions to make millions out of natural resources is of interest to every citizen. We are "land poor" in Texas yet, even more so in this day of additional demands in the matter of living, than a half century ago, when a very few necessities and fewer luxuries represented the best of those who had the most.

Failing in the men who had not only the money, but that far better quality of daring to do something outside of the ordinary, Texas and many Texans would be far poorer than they are. For this reason it is worth while to say something about the men who did this great feat for Texas, because in adorning a tale we oftentimes point a moral and get other things done.

Eric P. Swenson and S. Albin Swenson, noted bankers of New York, are the men who made the development of half the sulphur of the world possible in Texas, and expended many millions of dollars in the endeavor before a dollar came back in profits. Both of these gentlemen were born in Texas, the sons of Swen M. Swenson, who in the early days of Texas was one of our great merchants, the financial adviser of our Republic and State and the close personal friend of President and afterwards Governor Sam Houston. As were Sam Houston, James W. Throckmorton, Elisha M. Pease, A. J. Hamilton and others, Mr. Swenson was a strong Union man, and when the Civil war began he was compelled to leave Texas and located in New York. But he never forgot the state on whose coast he was shipwrecked in 1838, when emigrating from Lattarp, Sweden, to the Lone Star Republic, just wrested from the toils of Spain, a young man of excellent family with the bold, exploring blood of a long line of ancestors pulsing in his veins.

From the day that the elder Swenson was thrown in a storm from a sinking ship on to Galveston Island, eighty-one years ago, the family of Swenson has been good and loyal friends of Texas. Today, the owners of great wealth, they can proudly point to the fact that it was made in developing the natural resources of an unknown domain, which,

while having a lesser population than the big city of America, contains more land than Germany and England combined, which support a population of a hundred million souls.

Carrying on the policy, which must have originated by word of mouth or token of the elder Swen M. Swenson, the sons, Eric P. and S. Albin Swenson, have looked far afield to plunge their wealth into enterprises where others and the body politic might prosper as well as themselves in the utilization of the raw resources of Nature.

Thousands of homes had been made possible in Texas by Swenson money and Swenson courage long before sulphur was thought of as a commercial possibility. If there ever was a man or association of men who thought of the trite and truthful aphorism of Dean Swift of regarding the virtue of making even two blades of grass grow where only one grew before, it was S. M. Swenson and his heirs. Would that Texas had more of their kind and sinew.

QUICKSILVER

The principal operating companies in Texas are the Marfa and Mariposa Mining Company, with three 10-ton Scott furnaces; the Terlingua Mining Company, with one 40-ton Scott furnace; and the Colquitt-Tigner Mining Company, with one 10-ton Scott furnace.

Texas ranks second among the states in the amount of quicksilver produced.

The cinnabar deposits of California Hill, Brewster County, near Terlingua post office, ninety miles southeast of Marfa, were known to the Comanche Indians, who used them as a vermilion pigment. The knowledge of these deposits, however, was not recorded until 1894, when several Mexicans found a few pieces of cinnabar float and took them to San Carlos, on the Mexican side of the Rio Grande, whence they were sent to Chihuahua and their mineralogical character determined. Mr. George W. Wanless, of the Rio Grande Smelting Works, and Mr. Charles Allen, of Socorro, New Mexico, under the direction of the Mexicans, found the veins and located the first mineral claims. Shortly after this Prof. William P. Blake described these deposits under the title *Cinnabar in Texas*, the first important article concerning this subject on record. Considerable prospecting work was carried on in the district, but it was not until 1898 that the metal was produced in commercial quantities.

The deposits of cinnabar at Terlingua are of two classes; one occurs in hard and durable limestone and the other in soft and friable argillaceous beds. The ores are cinnabar, mercury, yellow sulphide, and terlinguaite, and contain in addition several other mercury minerals, such as calomel, eglestonite and montroydite, which, on account of their rarity, are of scientific interest only. Cinnabar is the principal mineral and is usually mixed with clay or iron oxide. Native mercury is present in several localities in the district, occurring in the interstices of crystalline calcite, and a single cavity in the calcite veins has yielded as much as twenty pounds of the native metal. The associated gangue is composed of calcite, aragonite, gypsum, and occasionally a little barite, iron oxide, pyrite, and occasionally arsenic and manganese minerals.

METAL MINING IN TEXAS IN 1920

The Presidio silver mine at Shafter, Texas, was in continuous operation during the year 1920, according to Charles W. Henderson, of the United States geological survey, department of the interior. Small shipments of copper and lead ores were made from the Van Horn and Sierra Blanca districts. The metal production for the state for the year was 520,000 ounces of silver and small quantities of gold, lead and copper.

LIGNITE

The Texas lignite fields, which constitute almost one-half of the known area of the United States, are estimated to have originally contained approximately 30,000,000,000 tons. The total tonnage mined to date is probably 19,000,000 tons. The lignite bearing formations of Texas comprise a belt with a length of over 600 miles by a width of 50 miles. This belt begins near the Red River in the northeastern corner of the state and extends entirely across in a southwesterly direction to the Rio Grande or Mexican border. This belt is parallel to the Gulf coast line, lying from 100 to 150 miles inland. Geologically these deposits belong to the Eocene series of the Tertiary period. While the lignite bearing area is great in extent it must not be supposed that the deposits are capable of being worked at all points over this area. As a matter of fact the actual workable area is comparatively small in extent, and for the entire distance across the state there are only five points where mining is carried on successfully. Over a greater part of the lignite area the seams are thin and irregular, are overlain with water-bearing strata, or have other conditions which make mining of same impracticable.

The first lignite was probably mined about thirty-five years ago in Milan County near the town of Rockdale. The first mine was a very small affair, the coal being hoisted by a windlass and mule power and the coal delivered to the consumer via the wagon route. Since that time the lignite industry has gradually developed until today (1921) there are thirty-eight mines with a combined output of about 1,500,000 tons annually. The principal mining operations are at present carried on near the following towns: Rockdale, Milan County; Bastrop, Bastrop County; Jewett, Leon County; Crockett, Houston County; Malakoff, Henderson County; Alba, Wood County, and Como, Hopkins County.

Most of the mining in Texas up to the present time has been along or near the outcrop of the various seams; the depth ranging from 20 to 100 feet. In several parts of the state there are two or more workable seams, one overlying the other. In thickness the seams vary from a few inches up to twenty feet; the overburden running from 20 feet to 800 feet. At the present time no seam is mined where the thickness of the bed is less than four feet, and in most of the mines the seams worked run from seven to twelve feet. The lignite deposits have not been very thoroughly explored.

The lignite mines are worked on the room-and-pillar plan, usually on the double-entry system. Mule haulage is used at practically all of the mines, only a few mines being equipped with rope haulage or gas-

oline motor. No gas is encountered in the lignite mines, and open carbide lights are used almost exclusively. Most of the lignite is pick mined by hand, though it is blasted in some parts of the state. Serious accidents are almost unknown. At the present time there are probably not in excess of 3,500 men employed at the mines, most of these miners being Mexicans.

The fluctuating market and competition with crude oil has tended to hamper the full development of the lignite industry. The development of each large oil field has caused a corresponding decline in the lignite industry due to the keen competition with the liquid fuel. Crude oil is no longer the keen competitor of a few years ago, and lignite is becoming better known. Its fine qualities as a fuel are being recognized, and it is to be believed that the lignite industry will be developed on a broader scale in the next few years.

The ultimate development of the lignite industry will doubtless be similar to that of the oil industry, and will only be complete when the lignite, like the oil, is passed through a process of refining and the valuable by-products are recovered. The by-products of the lignite, like the by-products of the oil, will be greater in value than the original fuel. The lignites of Europe, which are similar to ours, have for years been used to produce more concentrated fuels and made to yield their by-products. At the present time practically all the lignite mined is used under boilers in its raw state. Near the mines lignite is used extensively for domestic purposes. In its raw state lignite is a very satisfactory fuel, still it seems a waste to use it in this form and by so doing lose forever the valuable by-products. Texas bituminous fields are very small in extent, and quite a large tonnage has already been exhausted, so that in the years to come Texas must look to the lignite for its fuel supply.

THE STRAWN COAL MINING COMPANY

The progress and growth of Strawn and the surrounding section has been largely the result of the development of the coal industry, which began some twenty-five or thirty years ago. More recently the oil industry has come into prominence and added materially to the general prosperity the initial impetus of which was due to coal.

The pioneer in the coal industry here was W. W. Johnson, who first developed the mines at Lyra, later sinking the Mount Marion shaft on the edge of the town of Strawn. The Mount Marion shaft commenced operations in the year 1903, and has been continually operated down to the present time.

The mines at Lyra and Strawn were operated under separate organizations up to the beginning of the year 1914, those at the former place by the Strawn Coal Mining Co. and the mines at Strawn by the Mt. Marion Coal Mining Co. In the year 1914 the properties were merged and have since been operated by the Strawn Coal Co., which was organized by the present management, and which took over the properties and holdings of both the old companies.

During the past ten years alone these mines have mined and marketed more than 1,600,000 tons of coal. This quantity of coal is the equivalent

of 40,000 carloads, of 40 tons each, which in one train would span the state from Sherman to the Gulf.

The payrolls of the company at this time are running above \$75,000 per month, practically all of which is spent at home by the company's officers and employes, the banks and business and professional men of the town being the principal beneficiaries.

The company's force of employes at the present time number about 500 men at its three mines. Its new mine, Mine No. 4, commenced operations near the close of 1920, and in a short time the number of employes at that mine will be greatly increased.

In addition to the mines of the Strawn Company, the Thurber mines are situated only a few miles away, and the Strawn merchants draw considerable trade from these mines.

It is stated that the Thurber Company is contemplating the sinking of two new wells near Strawn in the near future.

The Strawn-Thurber Coal vein is known to be extensive enough to guarantee that the mining industry will last, at least in this vicinity, for several generations. While the full extent of the vein has not been disclosed by tests, enough diamond drill tests have shown conclusively that the Strawn Company has coal bearing lands sufficient for the location of several different mines; and inasmuch as it requires from fifteen to twenty years to exhaust a mine, it is certain that the industry will continue to flourish for many years. The officers of the Strawn Coal Company are: W. Burton, president; E. B. Ritchie, vice president and general manager; A. Deffebach, secretary-treasurer. The paid in capital of the company is \$500,000.

THE TEXAS & PACIFIC COAL AND OIL CO.

On the surface there is nothing in the Erath Mountains to invite human activities. The winding, barren hills have stood for centuries as frowning sentinels over waste plains where the wolf and cougar could scarce make shift for a living. The stunted post oak and black jack that fringed the red colored ridges were the only evidences it gave of even scant fertility. The few cattle that browsed upon the land found but a meager diet of roots, branches and leaves. He would have been a bold dreamer who, thirty years ago, would have dared to predict that in the heart of such a scene would arise one of the most important and successful industrial enterprises in the State of Texas.

Puny attempts had been made, from time to time, to open coal mines at several points in the state, but the results were not calculated to encourage further experiment of that sort. Repeated failure had excited general distrust of the business among the capitalists, and the conditions under which mining was attempted were distinctly unfavorable. No man of ordinary mould could have brought success out of these conditions. All the circumstances considered the establishment and successful operation of the coal mines and collateral industries that make the thriving little city of Thurber, is undoubtedly the greatest industrial achievement ever witnessed in Texas.

[Note—The above introduction is taken from an article by E. G. Senter, published in *Texas Farm and Ranch*, and reprinted in *Texas Mining & Trade Journal*, published at Thurber, October 1, 1898. Editor.]

The notable transformation referred to began about 1886 or 1887, when W. W. Johnson and associates sunk a mine at Thurber, which they operated till the fall of 1888. The property was then purchased and taken over by Col. R. D. Hunter, of St. Louis, Edgar L. Marston, also of St. Louis, and H. K. Thurber, of New York, who with others organized the Texas & Pacific Coal Co. These enterprising business men immediately began the development of the property by sinking another shaft, erecting houses for employes, store buildings and other necessary structures, thus laying the foundation of the present industrial community.

From time to time, as the older mines declined, other shafts were sunk, there never being more than five or six in operation at any one time. These new activities gradually increased in output to as much as 3,000 tons a day. During this time and for a number of years Col. R. D. Hunter was president and manager of the company, and about 1896 he and James Green, of St. Louis, added to the activities at Thurber a new industry by organizing the Green & Hunter Brick Co., which in a year or two had become the largest enterprise of its kind in the South, its capacity (in October, 1898) being over 75,000 brick per day. A new and larger plant was then constructed for the manufacture of vitrified brick for street paving, the quality of shale, the material used, being the best that had been discovered for making this variety of brick, it being absolutely free of lime. The brick plant subsequently came under full control of the Texas & Pacific Coal Co. (now the Texas & Pacific Coal & Oil Co.). Mr. Green retired from the concern. It now turns out 2,000,000 vitrified brick per month and gives employment to 125 men.

The general offices of the company were at Fort Worth, R. D. Hunter being president and general manager and W. H. Ward, secretary.

In the meanwhile the main company, the Texas & Pacific Coal Co., had been enlarging its interests, and its landed possessions now comprised some 40,000 acres. Eight mines had been opened and the town of Thurber had a population of about 4,500. A description of it published at that time applies in most essential respects today, and with some slight modifications may be repeated.

Thurber is reached by stage from Thurber Junction (Mingus), which is seventy-six miles west of Fort Worth on the Texas & Pacific Railroad, the distance from the junction to Thurber being three miles. The buildings are clustered around the original coal shaft. The Hotel Knox provides the visitor with all the comforts of a first-class city inn, and he finds all the business and social needs of the community well supplied. "Everything about the place forms a part of one harmonious whole. Order reigns and law is respected. Law breakers are not wanted in Thurber and cannot stay there. The town has its own code, which is more rigorous than the statutes, and when that is violated a writ of ouster is served and rigidly enforced.

"The town and people are well kept and evidences of thrift and comfort abound everywhere; want and distress are unknown. The town furnishes employment and wages sufficient to maintain all its toilers in substantial comfort. Cognizance is taken of the workers' social needs, and the ministration to these is on a much more liberal scale than is usual in a town of this size. Churches, schools and varied amusements

are provided at its own expense. Care is taken that the life at Thurber shall be made as attractive as it could be for the employe elsewhere, and the coal operator who would endeavor to coax the employes to take employment at another mine would find his task a difficult one.

"A pretty little theater has been built, where performances are frequently given by companies passing to and from the West."

Today the more common form of entertainment is the moving picture show. In former years there were two excellent home bands under skilled professional direction which some few years ago were consolidated into one, and public concerts are frequently given.

A large artificial lake was constructed, which now covers 155 acres at high water mark, and affords good sailing and shooting facilities; and there are also several smaller lakes. A capacious reservoir supplies the town with water, and on its banks a cosy club house affords a tempting lounging-place. At the present time there are two hotels, the Hotel Plummer, of twenty rooms, which serves meals, and the Marston Hall Dormitory, of thirty rooms, operated on the European plan. Nearby is a good cafe, while there are stores for the sale of goods of all kinds; also a Mexican restaurant, as in recent years a number of Mexicans have been employed by the company. The other employes include men of all nationalities, mostly English-speaking. The two restaurants are rented out to individual proprietors, as are also several other of the smaller industries, including a photograph gallery, a boot and shoe repair shop, etc. The larger places of business are operated by men in the direct employ of the company, which owns all the land and buildings constituting the town.

There are several churches of different denominations, including the Catholic, Methodist, Presbyterian and Baptist. The Catholic Church maintains a parochial school, established more than twenty years ago, and has an enrollment of about fifty pupils.

There is also a church and a school for negroes.

The original public school building was built in 1906 and has been enlarged several times. The most recent addition was made in 1920. It has an enrollment of 900 pupils. The school is in part maintained by the company, the state appropriation being insufficient to maintain a nine months school of its size. The amount contributed by the company amounts to about one third of the expense.

For many years the company has maintained a well equipped job printing plant, installed with the most modern presses and machinery. In 1894 it established the Thurber Journal, the title of which was subsequently changed to the Texas Mining and Trade Journal. This paper was conducted until 1916, when, on account of an unfavorable ruling by the postal authorities at Washington, whereby it was deprived of second-class rates under the mistaken impression that it was conducted merely to advertise the company, and also on account of the increasing price of print paper, it was discontinued, to the great disappointment of the population of the town.

Another local institution is an excellent volunteer fire department, which has taken prizes at various state contests.

The town of Thurber enjoys, moreover, the advantages of cheap coal and gas and a fine waterworks plant, with telegraph, telephones, postoffice, express service and electric light plant among its public utilities. Its population is now between 3,000 and 4,000. A dairy, formerly operated, has been discontinued, but the company has 2,000 head of range cattle, whence they derive beef for the local market.

Among the general facilities are: A machine shop, a refrigerating plant and meat market, a bakery and excellent stores for the sale of drugs, hardware, groceries and other necessities. The most necessary professions are also well represented.

After opening a series of mines, up to No. 12, the Texas & Pacific Coal Company began a new series and have sunk three more, which are numbered respectively one, two and three. Very few accidents have occurred, the mines being remarkably free of both water and gas. Indeed, it may be said that they have had the lowest percentage of accidents of any mine in the United States employing an equal number of men.

In early years the coal was sold entirely to the railroads, as under the then existing freight tariffs the Thurber and other Texas mines were unable to compete with the product of mines of other states which took the benefit of interstate rates, although the latter might be twice or thrice the distance of the former from the Texas consumer.

With the readjustment of rates and an intelligent system of equalization conditions in this respect have since improved and the company sells its coal not only to railroads but also in the general market. It now has two mines in operation, the output averaging from 10,000 to 12,000 per day.

Col. R. D. Hunter remained as president and general manager of the company until he was succeeded by Edgar L. Marston, who had removed from St. Louis to New York.

In 1914 new developments occurred. The company at that time owned about 70,000 acres in fee-simple, and while prospecting on this land for coal, five miles west of Thurber, it discovered gas at about 600 feet depth. Following up this discovery it drilled in the first oil well in this field, at a depth of 800 feet, three miles west of Strawn, near the right of way of the Texas & Pacific Railroad Co. From this initial enterprise the entire oil development of this region resulted.

This led to the re-incorporation of the Texas & Pacific Coal & Oil Co., and the re-organized concern commenced leasing lands and developing oil properties. In addition to its local interests it now has 225,000 acres of leased lands in Stephens, Eastland, Palo Pinto and Erath Counties, Texas; also some leases in Throckmorton County. It also has about 5,000 acres in Oklahoma and has, on sand land, three producing wells, opened in 1920, near Bristol in Creek County, south of Tulsa, Oklahoma. In addition it owns a half interest in the Texas Panhandle north of Amarillo, in Hartley and Dallam Counties, surrounding the town of Channing.

Up to the present time it has not brought in any wells in the Panhandle, but in the Ranger field, where the larger producing wells were first found, it has numerous wells yielding up to 5,000 barrels per day.

It also has a number of wells in the vicinity of Strawn, in what is known as the "Strawn Shallow."

The properties of the company are enriched by a large production of gas, which is piped into Strawn and Thurber for domestic and industrial use. Near Strawn the company has in operation two casing-head gasoline plants for extracting gasoline from the casing-head gas obtained from the oil wells. The gas for domestic purposes, however, is derived mostly from the dry gas wells.

In 1918 Edgar L. Marston retired from the office of president and was made chairman of the board. He was succeeded as president by J. R. Penn. In 1920 Mr. Marston resigned the office of chairman of the board and is no longer active in the affairs of the company, though he is said to be the largest stockholder. He was succeeded in the office of chairman by Joseph Baldwin of New York, who is still serving. The present officers are: Chairman of board, Joseph Baldwin; president, J. R. Penn; vice presidents W. H. Gordon, who is also general manager, E. C. Converse, and E. J. Marston, the last mentioned also serving as treasurer; secretary, N. W. Willett; assistant general manager, E. S. Britton; Cashier and paymaster, T. R. Hall. R. A. Sperry is in charge of the oil operations; R. S. King is comptroller and auditor, and M. A. Williams is land and tax commissioner.

W. K. Britton, who with E. S. Britton and Thos. R. Hall, has been with the company almost from the start is now on a prospecting trip for oil in South America. He came to Thurber as a mining engineer, and has risen to the vice presidency and become general manager of the company. He is regarded in oil circles as the real discoverer of this oil field.

MARBLE AND GRANITE

There are large deposits of marble and granite in Burnett and Brewster counties.

The granite in Burnett County is gray and red, and has a strength and density unexcelled. The Capitol building at Austin is constructed of this granite and is decorated with marble from the quarries in Burnett County.

Jourdan Marble Mountain, in Brewster County, twelve miles from Alpine, aside from being easy to work, is of the very highest grade and practically inexhaustible in quantity. It ranges in color from pure white to ebony black, including all the fancy colors. It only awaits the magic touch of capital to make it extremely valuable.

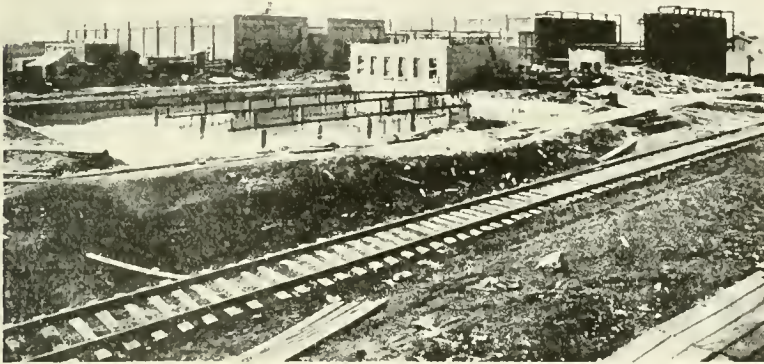
HELIUM PLANT

A large plant has been established by the United States government about four miles north of the city for the extraction of helium from the natural gas brought hither from petrolium gas fields. This product is to be used for the inflation of dirigibles and was promoted during the war for war purposes. Just what the process is it is impossible to state, as the plant is surrounded by an insurmountable fence and is strictly guarded from approach by the public. The plant is said to have cost between \$4,000,000 and \$5,000,000.

HELIUM

The following account of the plant for the extraction of helium from the Petrolia gas field is from the pen of Milton Everett, who has made a thorough and exhaustive investigation of the subject. It was written for the Fort Worth Record of December 26, 1920.

Very few people know that on January 1, 1921, there will be ready for complete and maximum operation in Fort Worth an industrial plant which is the only one of its kind in the whole world, and the operation of which will mean a great deal not only to Fort Worth but to Texas. And when I say the operation "will" mean so much, I mean to say that while this plant in all of its ramifications cost the huge sum of more than five millions of dollars, it is a government-owned plant, originating in the demands of the world war, and its operation after July 1, 1921, depends solely upon whether the Con-



HELIUM PLANT, FORT WORTH

gress will make appropriations for its continuance. It will depend considerably upon the backing of Texas people, their Chambers of Commerce and Texas members of Congress whether or not this plant is continued in operation or goes down and out in a mad scramble in the Congress to "scrap" war-made institutions.

This plant is the permanent plant devised and constructed through the co-operation of the United States bureau of mines, the navy department and the war department to take helium out of the natural gas originating in the Petrolia, Texas, gas pool. The buildings and machinery now in place and soon ready for operation in north Fort Worth cost nearly \$2,000,000, and pipe lines and other items required bring the total of the expense of erecting the complete works to more than \$5,000,000. The plant will be ready to begin full operation about January 1, 1921, and will require a force of 150 men, most of whom will be picked in Fort Worth, while something like twenty-five experts will be brought from the Linde Air Products Company of New York, which company will operate the plant for the federal government.

H. F. Sautter, of the above company, who has been in control of the operations of his company here for some time, will be the general superintendent of the new plant, and H. C. Smith, who has recently come to Fort Worth from the Linde Air Products Company's plant in Chicago, will be assistant superintendent, and the plant will be put in shape to operate at a maximum capacity, which is 30,000 cubic feet of helium per day. But it, of course, depends entirely upon what the new Congress, which meets in March next, will do in the matter of making appropriations, whether the plant will continue in operation after June 30th next. There are many reasons which can not be enumerated here why the Congress should continue the plant in operation at its full capacity, but there will be in the air surrounding the next Congress a myriad schemes for "scrapping" government plants primarily instituted for war purposes, and Texas' sole plant will go down in the melee if we don't watch out.

WHAT IT MEANS COMMERCIALLY

Decidedly the greatest romance of industrial co-operation of the World war after America entered it was the co-operation of American scientists in the production of helium on a commercial scale and at a price which would permit its economical use. Prior to April, 1918, there had never been produced in the whole world as much as a hundred cubic feet of helium, and this, says the Bureau of Mines, cost from \$1,700 to \$2,000 per cubic foot. The new Fort Worth plant will produce it ready for use in airships for ten cents per cubic foot, which, to say the least, is quite a "come down" in price. The story of the work of the bureau of mines and the scientific men who co-operated with it and the War and Navy Departments is the finest and most splendid story of American brains at work for their country that any one ever read, and to read it makes one feel proud of his countrymen.

Helium has been known for a long time by the scientists as a small constituent of the air, there being one volume of helium in each 250,000 volumes of air. Since 1907 it has been of knowledge in the laboratory of the University of Kansas that a small quantity of helium existed in certain Kansas gas fields. That was about all the knowledge our scientific men had of helium when we went into the war, except that it had the peculiar property of being inert—that is to say, that it was different from the other gases in that it would not burn or explode. Yet such quick progress was made that experimental plants were erected in Fort Worth, and we actually had on the docks in New Orleans ready for shipment to Europe 750 cylinders of 200 cubic feet each when the armistice was signed. The thing "helium" was of course known by the scientific men of Germany as well as our own, and the remarkable fact is that while Germany had been experimenting with "Zeppelins" or airships for years, and actually used them in commerce as well as war, their scientists were not astute enough to reckon with the one needed thing to make them a real success as a war engine—a non-explosive and extremely buoyant gas with which to inflate them.

Helium, the inert gas and the only inert gas produced anywhere in the world in commercial quantity, has a weight of one-seventh of

that of air, or 1.378 of air. It is about twice the weight of hydrogen, but, as explained by the bureau of mines, its buoyancy is nearly equal to that of hydrogen, which has been used in airships heretofore and is highly explosive. The Petrolia natural gas produces .094 per cent of helium, of which it is expected that the new Fort Worth plant will separate about .08 per cent. The Fort Worth plant will use in the separating process between 3,000,000 and 3,500,000 cubic feet per day to produce 30,000 cubic feet of helium, and there is a wonderful commercial opportunity behind the commercial production of this gas, in the fact that it means the practicability of regular, safe and speedy air transportation to any and all parts of the world, and it will be something to say that all of the possibilities in this direction come from a Fort Worth institution.

WAS KEPT SECRET

Knowing that German chemists had as much knowledge in 1918 of the gas "helium" as did the American chemists, our people took great pains to hide from the Germans the fact that we were producing this gas in commercial quantities, and during the war our "helium" operations were carried on under an assumed name, that of "argon," and the experimental plants were called "argon" plants. No doubt many German chemists in the service of the government puzzled their brains to solve the mystery of what was being done in the American "argon" plants. We remember yet that our army people during the war said that they could sail over Germany and destroy their cities and bases of war supplies, and we wondered how they were going to do this. If Germany had had a supply of helium for their war Zeppelins which they sent over to England on raiding expeditions, we know now that they would have had the power to wipe English cities off the face of the earth. We know now that the airships using the highly explosive hydrogen did a great deal of damage, although they were compelled to stay away up in the air because of the danger of incendiary bullets, one of which, hitting the gas bag of an airship, would destroy the whole ship in an instant, as indeed a number were destroyed. If they had been using the inert helium they would have had but little to fear from ground defensive plans, and they could have destroyed city after city with comparative safety to themselves. Probably when the truth leaks out in the years to come it will be found that the Germans got a tip on our plans for raiding their cities with airships using helium, which made them determine so quickly to give up the fight. Just to show we mean business, it may be said that there are now at the Fort Worth helium plant 105,000 steel cylinders manufactured especially to ship helium, each of which can hold 200 cubic feet of the gas. I expect it would be a good plan now if we Fort Worth and other Texas people began mixing a little war paint preparatory to preventing Congress from stopping through a lack of information the operation of our Fort Worth helium plant.

In dismantling "scrapping" war, which is sure to take place in the new Congress which meets in March, we may not only get the worst of it, but Congress may make a great mistake at the same time.

CHAPTER XL

PETROLEUM

Petroleum was first found in Texas in Nacogdoches County, a section famed for its pioneer lore and strongly fused with the history of the Lone Star State. This discovery was made about thirty years ago, the oil being found in shallow strata from 180 to 200 feet deep and later on strata some 700 feet below the surface. The production at that time was from one to two hundred and fifty barrels daily, and a refining company and pipe line was constructed to care for the production. It did not prove very profitable on account of the difficulty of transportation and the oil being of an inferior quality useful only for lubricating purposes.

The second discovery was made near Corsicana in 1894 and has continued in successful operation until this writing. About fifteen million barrels of high grade petroleum have been taken from the wells around Corsicana up to this time. Refineries and pipe lines were constructed in 1898 by Mr. J. S. Cullinan, pioneer oil man of Texas. This field has been very successful in that it has had a steady production of high grade oil. The field is being extended at this time in a very conservative and business-like way, without any of the excitement or wildcat projects that have attended other fields.

In 1901 Texas leaped into fame as an oil producing state by the bringing in of a gusher by a man named Lucas, in what became known as the "Spindel Top" field near Beaumont. The first well was a veritable gusher, spouting oil to the top of the derrick and yielding about 75,000 barrels per day. No provision had been made for storing or marketing the oil and an earthen dam was hastily constructed, across a ravine, and millions of barrels of oil flowed into this temporary reservoir, which afterwards sold for three cents per barrel.

The excitement incident to this discovery was beyond words. Every train brought great numbers of people to Beaumont, and the little village became a seething mass of promoters and prospectors. Millions of dollars were invested in leases and purchases of land, the installation of rigs, construction of tanks and pipe lines, most of which proved a total loss. In a very short time the well ceased to flow. Several wells adjacent to the Lucas well found oil, and pumps were installed to bring it to the surface, but these, too, failed after a brief period.

The oil was of a very superior quality and found a ready market at profitable prices as soon as means of transportation were provided. The boom soon subsided, but the production in moderate quantities continues to this day, and those who operated on a conservative basis reaped large rewards.

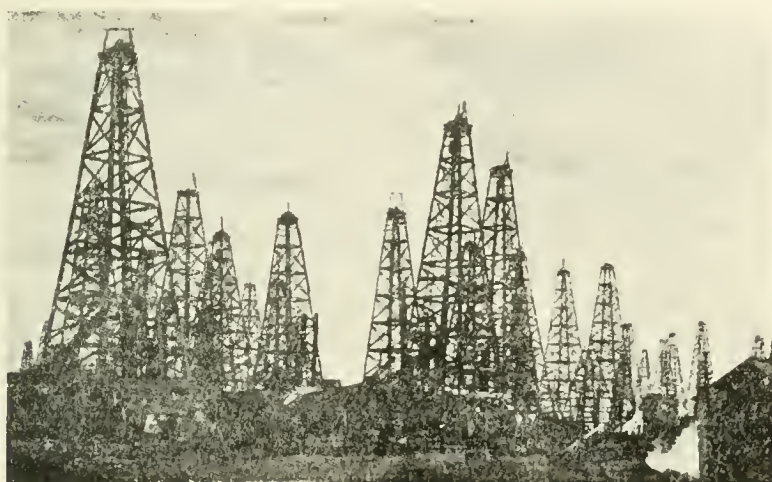
After the excitement at Beaumont died out prospectors moved to Sour Lake, Batson, and other nearby points, hoping to repeat the experience of "Spindel Top." Oil was finally discovered at Humble,

eighteen miles northwest from Houston, on the H. E. & W. T. Railway, and hundreds of wells were sunk and great quantities of oil obtained. This is still a productive and profitable field.

THE SOUTH TEXAS OIL FIELD

The geological formation in which the mineral oils of what is known as the Coastal pools and the formations overlying these oil deposits are different in many respects from the other oil fields of the United States.

With a very few exceptions the oil is found in very loose sand formations, similar in consistency to the quick sands in a river bed. The strata encountered between the surface and the oil deposits are



A TYPICAL FIELD

principally other loose sands, shales and hard clay, or gumbo, usually a light blue in color.

These conditions require the use of the Rotary system of drilling instead of the walking beam and cable tools, such as are used in the northern and western part of the state.

Long before oil was developed in this region several efforts had been made to that end, but had failed to get the prospect wells down to the necessary depth for want of the necessary machinery and lack of funds.

In 1895 the Savage Bros. of West Virginia undertook to drill a lake at Sour Lake and failed.

In 1892 Patillo Higgins, of Beaumont, located the Spindle Top field. He organized a company, of citizens of Beaumont, for the purpose of development, and was so sure in his conviction that it was an oil field that the letter heads of his company showed a fairly accurate picture of what the field looked like ten years later. All

the tanks, loading racks and derricks were placed in this prophetic picture with startling accuracy.

The company contracted with Mr. W. B. Sharpe, then of Corsicana, to drill a well, but after drilling little more than 500 feet he encountered difficulties both physical and financial, which forced him to abandon the work. If he could have gone about 400 feet deeper the Coastal oil field would have been developed eight years earlier. It is an interesting part of this story that Mr. Sharpe afterward made a fortune in the Coast County oil business, and until his death was one of the most active and successful operators.

The Spindle Top pool was finally opened by Capt. A. F. Lucas, financed by Guffey & Gaily of Pittsburg.

The first well came in January 10, 1901, with a roar and shock that surprised no one more than the men doing the work. It was estimated to flow from 50,000 to 70,000 barrels per day, but since none of the oil was saved it was impossible to know how much it produced. It was afterward demonstrated, however, that other wells in this field filled steel tanks at the rate of 50,000 barrels per day, so this estimate was not excessive.

This discovery had the natural effect of creating a wild interest in oil all over Texas, and later the whole country was reached by the excitement and the oil stock salesman.

Literally thousands of oil companies and syndicates were formed to drill for oil, of whom a very few did more than make a start before the day was finished.

The first real organization to go into the business in a large and practical way was the J. M. Guffey Petroleum Co., who owned the discovery well and surrounding leases.

In a remarkably short time this company was building steel storage, a pipe line to deep water at Port Arthur and were moving their production to market by tank cars. This company grew and prospered and is now one of the largest producing and refining concerns in the country, known now as the Gulf interests.

The Spindle Top pool was never extended to cover a great area, but the formation was wonderfully rich and has produced more oil per acre of proven territory than any other field in the country. The bulk of this production came from the level between 1,000 and 1,100 feet in a very porous sandstone, but when this was flooded with salt water much oil was produced from loose sands above, and this field is still producing about 1,000 barrels per day from these sands.

The second Coastal pool to be opened was at Sour Lake, which definitely proved to be a real oil field in May of 1902. As stated before, efforts to develop oil in this district were made in 1895, and it had long been looked upon as a good oil prospect because of the large volume of petroleum gas which was constantly boiling up through the wells and small ponds.

It was at this time and place that the Texas Company really began to make itself felt in the oil business.

A company had been organized at Beaumont to do a pipe line business from Spindle Top during the previous year, and when the

Sour Lake field was proved they purchased for \$900,000 the Sour Lake Springs property of 850 acres. This was the first big purchase of oil acreage in the Coast Country and this company has continued to grow and expand to its amazing proportions of the present day.

This experience proved definitely that Spindle Top was not the only oil pool in the Coastal region and set the "wildcatters" to work in every direction. The results came slowly and only after much expense and labor, but one after another new fields were discovered, of which the following are the dates of discovery of the most important:

Saratoga	June, 1903
Batson	Dec., 1903
Humble	Jan., 1905
Goose Creek	June, 1908
West Columbia	Sept., 1917
Hull	July, 1918

In addition to these comparatively small pools have produced for a varying number of years, known by the names—Markham, Dayton, Hoskins Mound, Damons Mound, and at Blue Ridge, near Houston, there is at this time an excellent prospect for a field of the first magnitude. Indeed all of these small pools may develop large quantities of oil by deeper drilling.

The total production from these various pools to December 31, 1920, is as follows:

Spindle Top	47,029,418
Sour Lake	58,555,909
Saratoga	20,418,192
Batson	30,342,255
Humble	83,851,829
Goose Creek	29,030,636
West Columbia	18,580,392
Hull	5,197,689

Of these pools the first discovered is probably the most interesting, because its great production comes from an area of producing territory of not more than 150 acres. It is peculiar also in that this oil has practically all come from one stratum, whereas most of the other pools have producing sands at numerous levels.

At Humble for example there are at least seven different levels, varying in depths from 600 feet to 3,500 feet.

It should be remembered in comparing the above figures that these pools are not all of the same age. The Hull field is practically in its infancy and at this time promises large results in the future.

The first real oil field that was discovered in North Texas was near the town of Electra in Wilbarger County and near the west line of Wichita County. The first well was the Texas Company's No. 1 on the Stringer ranch, completed in August, 1911. This led to other development, which extended the field through part of the W. T. Waggoner ranch and farther east into Wichita County. In



ONE OF THE NEW OIL REFINERIES IN NORTH TEXAS

1912 this pool was extended to the central north half of Wichita County, and a number of excellent producing oil wells were discovered. In July, 1918, the Fowler Oil Company completed their No. 1 at Burkburnett, a small town in Wichita County fifteen miles northwest of Wichita Falls. This opened up one of the most prolific pools of light grade oil that was ever discovered in the South. The oil was found at a depth of about 1,500 feet and completions ranged from 200 barrels to as high as 4,000 barrels per well. This was known throughout the country as the Burkburnett pool, as the little town of Burkburnett was in the exact center and about the richest part of the pool. In October, 1919, a very large well was drilled about four miles northwest of Burkburnett, on the Burk Waggoner farm. This opened up a new pool, locally known as the Northwest extension of Burkburnett. This oil was found at the same depth as wells in the Burkburnett townsite, but the sand was thicker and much larger wells were discovered. This is the richest shallow sand pool ever discovered in Texas.

The experience of "Spindle Top" and Beaumont was repeated here with a notable exception of the fact that there was no decrease in the production within the area of the oil producing sands. Wildcating was indulged in to an alarming extent. Men with vivid imaginations, extensive vocabulary and an elastic conscience provided themselves with blue prints, fountain pens and blank stock certificates, and with these as their total assets sold stock to unsuspecting, confiding and gullible people without limit. Many persons parted with their hard earned money for beautiful green stock certificates, setting forth that they were the owners of so many shares in some oil company, the location of which they, subsequently, were unable to discover. Many of these promoters wilfully and maliciously devised schemes which they knew could not and would not yield anything to the stockholders. These men were not natives. Many who had never seen Texas before set forth their extravagant claims, reaped the harvest and moved on to new fields where the inhabitants had not heard of their nefarious practice elsewhere.

Much of the froth has blown away, and oil production has developed into a stable, conservative and reliable business. The Burkburnett, Iowa Park, and adjacent fields are still producing oil in large quantities.

Ranger was the next scene of exciting and visionary activities. Here, too, oil was found in paying quantities, and people who were so fortunate as to become interested in reliable companies have reaped good profits. But the wildcatter, a necessary agency in all mining ventures, and many of whom are honest men with the very best intentions, without imposing upon the credulity of mankind, had a large following of unscrupulous adventurers who reaped with success the schemes of promoters which infested Burkburnett, and many hard earned dollars were lost to their owners, as was the case in other fields.

Development in Central North Texas began about 1911, when a few shallow wells were found near Moran in Shackelford County.

This development lead to a lot of drilling, and, really nothing of consequence developed. In 1915 the Texas Pacific Coal & Oil Company discovered oil in the southwestern part of Palo Pinto County, which is locally known as the Strawn pool. These wells were in the shallow sand and did not produce in large quantities; however, it led to further development throughout the area, and in October, 1917, the Texas Pacific Coal & Oil Company, drilling on the McClesky farm near the town of Ranger, brought in the first real oil well in Central West Texas. The completion of this well attracted the attention of oil operators from all parts of the United States. During 1918 and 1919 acreage in Eastland and Stephens counties and all adjacent counties was in very active demand and millions of dollars were spent for leases and millions more for drilling wells, laying pipe lines, etc. In March, 1918, The Texas Company completed the first real oil well in Stephens County, a few miles southeast of the town of Breckenridge. This led to active work in that county, and since then the production has surpassed the wonderful production in Eastland County, known as the Ranger pool. In November, 1918, the Tex-Penn Oil Company drilled in a well in the extreme northeastern part of Comanche County, near the Eastland County line. This is locally known as the Desdemona pool, and while developing some prolific wells, that were short lived, the pool eventually did not cover a great area.

Small local pools have been developed in Brown, Coleman, Callahan, Young and other adjacent counties, and in all of these counties active development is now going on.

The discovery of oil in North Central Texas came at the end of a three years drought, and the enormous amount of money spent for leases and development relieved a very serious financial depression throughout that portion of Texas. The millions of dollars spent has brought prosperity, not only to the farmers and stock raisers of that section of the country, but to the merchants, land owners and the towns and cities in West Texas.

The following statement shows the enormous amount of oil produced in this section, which includes the year 1919. Figures for 1920 are not available at this time.

Petrolia, Clay County, 1904-1919.....	3,450,298 bbls.
Wichita & Wilbarger Cos., 1911-1919.....	87,078,566 "
Moran, 1914-1919	468,433 "
Strawn, 1915-1919	853,415 "
Coleman County, 1918-1919	77,843 "
Eastland County, Ranger, 1917-1919.....	25,579,838 "
Desdemona, 1919	7,375,823 "
Brown County, 1917-1919	670,568 "
Stephens County, 1917-1919	11,340,678 "

The discovery of oil in West Texas necessitated the building of a number of pipe lines to transport the oil to refineries and to seaport points for shipment on vessels. All of the major pipe line companies in the United States now have lines out of oil producing districts of

North Texas; the principal ones being the Prairie Pipe Line Company, The Texas Company, Gulf Pipe Line Company, Magnolia Petroleum Company, Humble Pipe Line Company and many other smaller concerns. The carrying capacity of the lines out of the fields is approximately 250,000 barrels per day. Many refineries have been built in the fields and in West Texas towns, the refining capacity in the immediate territory being considerably over 100,000 barrels per day.

The North Central Texas field was handicapped in its earlier stages of development for lack of railroad facilities, the Stephens County field particularly so for the reason that there was no railroad in this county, which necessitated transporting the heavy field material by teams and trucks for distances of from twenty to seventy-five miles. As a result of development and need for rapid transportation a number of railroads have been built for the purpose, largely for transporting oil field supplies and hauling oil. Kemp and Kell, of Wichita Falls, financed the building of a road beginning at Dublin on the Fort Worth and Rio Grande extending through the Desdemona field, thence north through the Ranger field and from the Ranger field to the town of Breckenridge. This line is now being extended north and will be built to New Castle and connected with the M. K. & T. Railroad running to Wichita Falls. The Cisco & Northeastern has just completed a line from Cisco on the Texas & Pacific and M. K. & T. Railroads to the city of Breckenridge. It is now their intention to go on to Graham to connect with the Rock Island Railroad or extend it east to Mineral Wells. Another road is now under construction between the town of New Castle and Graham, and will be extended southwest through the Stephens County field and into the town of Breckenridge.

There have been 1,695 failures, or what is termed dry holes, by reliable concerns that have sunk wells in search of oil.

How many companies have been floated on paper without any intention of the promoters to sink wells is unknown. The unscrupulous promoter having sold what stock he could to unsuspecting individuals has taken himself to other fields, leaving no record of his activities.

The wonderful and rapid development of Ranger was due to oil, a word today of almost magical significance. In October, 1917, the Texas & Pacific Coal and Oil Company brought in the McClesky well at 3,260 feet, just outside the city limits, and the initial flow was between 800 and 1,600 barrels daily. At the time few comprehended the extent of the Ranger field. It was thought to be a small reservoir that had been tapped, and hundreds of wells were drilled over a small area immediately about Ranger. Gradually they extended farther and farther out until a real rush of development was on, and "wildcat" operations covered not only all of Eastland County, but extended into Stephens County, and, in fact, every other county, north, east, south and west of Ranger for a distance of 100 miles, and in some instances even more. The discovery of oil at Ranger started an exploring era that has never been equaled in this country. During

the three years which have since elapsed Texas has become one of the leading oil fields of the world, and ranks third to day among the oil producing states of the country, being surpassed only by Oklahoma and California, the difference being only a few thousand barrels between Oklahoma, the first, and Texas, the third. Oil has been found from the Red River to the Rio Grande, and the east and west line of development extends over something like 1,000 miles, even far into the interior of New Mexico. While wildcatting is at a low stage now, it is still away above the normal status and may yet lead to discoveries greater than any of the past.

The Ranger field embraces all of Eastland and Stephens Counties, the Strawn district of Palo Pinto, and the Sipe Springs district of Comanche. A number of the leading oil operating companies of the world maintain operating headquarters in Ranger, namely: The Prairie Oil and Gas Co., Mid Kansas Oil and Gas Co., Humble Oil and Refining Co., Gulf Production Co., the Texas Co. and the Ranger Oil and Refining Company. There are four oil refineries and a number of casinghead gas plants. In addition to the producing companies Ranger has been made the center of the pipe line activities for the Texas Co., the Prairie Pipe Line Co. and the Sinclair, Gulf, Pierce, Magnolia and Humble Companies.

The leading pools of the Ranger field are Desdemona, Sipe Springs, Rising Star, Necessity, Gunsight, Pleasant Grove, Eastland, Caddo, Strawn and Breckenridge.

By August 30, 1920, there had been 2,371 completed wells in this field. Of these 1,722 had produced oil or gas in paying quantities, and 515 had been abandoned as dry on the same date there were 821 drilling wells in the field.

For the week ending August 28, 1920, the daily oil production in the Ranger field averaged 112,283 barrels. According to available figures the output has varied considerably from time to time, and by November of the same year the flush production was apparently gone and the daily output was down to 1,700 barrels. Just how fully this field will be developed within the next five or ten years remains to be seen. In the opinion of some leading officials of the big companies the field has just been scratched. The acreage is now to a large extent in the hands of the big oil operators, and from now on development will be the big man's game.

In January, 1916, four miles west of Strawn, the Texas & Pacific Coal Company drilled a number of shallow wells, from 760 to 800 feet deep, the flush production of which averaged about 100 barrels daily, after which they settled down to pumpers ranging from 10 to 25 barrels.

The next development was that known as the Donblegates field, on land owned by the Texas & Pacific Company, adjoining the Stuart ranch. From there it extended to the Hohart and Warren tracts, along the line of Stephens and Palo Pinto Counties, and at the same time the Texas & Pacific Coal Co. was developing the Stuart ranch. The product from wells on the Hohart and Stuart properties was considerably greater than that of the discovery wells in the field, and

several of them had an initial product ranging from 600 to as high as 1,500 barrels.

The development on the Warren tract was done by the Lone Star Gas Co., and they have a complete modern equipment, including power plants. The Strawn Production Company is also operating on a part of the Stuart property.

THE NEW POOL

In June, 1920, this field was extended east about three miles by the bringing in of a well in the 1,550 feet sand on the Collett and Robinson ranch seven miles north of Strawn; and since that time there have been five other producers brought in in the shallow sand, the last of which was drilled by the Texhoma Oil and Refining Co. and is just now being completed (January 20, 1921). This well is rated at about 300 barrels daily.

On the Collett and Robinson ranch there has been developed a gas sand at 1,490 feet, and there are several wells completed and shut in ranging from 3,000,000 to 20,000,000 feet capacity. Contracts have been made with the Lone Star Gas Co. to connect this field with their 16-inch gas line, which supplies Fort Worth and Dallas. The principal operators in the territory are the Texas & Pacific Coal and Oil Co., the Lone Star Gas Co., the Strawn Petroleum Co., Collett and Lange, the Texas Co. and Henry S. Livingstone and associates. The consensus of opinion seems to be that the new eastern extension of this field will cover a large area, and, by reason of the development of both oil and gas in comparatively shallow sands, will prove to be a highly profitable field. This is borne out by the fact that some of the original wells drilled over five years ago are still producing oil in paying quantities, and the pressure in the gas wells is still holding out, notwithstanding continuous use for development purposes for several years. Owing to the use of the most improved drilling machines only about thirty days are required to drill and equip a well.

This field is being adequately equipped with pipe line facilities, the Prairie Oil and Gas Company having two eight-inch lines along the east quarter of the field, and the Humble Oil and Refining Co., as well as the Pierce Oil Co., being in the western and southern portions. These facilities, along with the pipe line of the Lone Star Gas Co. and the Texas & Pacific Oil and Coal Co., both of which are used exclusively for gas, furnish ample facilities for handling all the production of either oil or gas.

It is predicted by some operators interested in the field that an extensive gas and oil territory will be developed through the southern part of Palo Pinto County lying to the east of this pool. Up to this time the operators have confined their attention to the shallow sands, but there is also a prospect of good production from the deep sand in the same horizon as the Ranger production, and it is expected that this deeper sand will be developed in the near future.

Among the large oil and gas operators at Breckenridge are the Texas Company, the Gulf Production Company, the Prairie Oil and Gas Company, the Humble Oil and Refining Company, the Magnolia

Petroleum Company, the Mid-Kansas Company, the Fensland Company, the Texas and Pacific Coal and Oil Company, the Sun Company, the Atlantic Oil and Producing Company and the Lone Star Gas Company. There are also dozens of smaller concerns. The St. Clair-Gulf Company has recently closed its operations in this field.

The following information is furnished by D. H. Freel of the Humble Oil and Refining Company at Cisco.

The maximum output of the Breckenridge pool proper (including an area of some twenty-five square miles) is 100,000 barrels a day. At present (January 15, 1921) the pipe lines are hauling 89,000 barrels a day, which is the (present) approximate production. The storage capacity of the field is approximately 250,000 barrels. For some time storage oil has accumulated at the rate of 30,000 barrels a day, owing to inadequate pipe line facilities in neighboring territory, notably Eastland and Comanche counties. Thus a state of congestion has been rapidly approached, and soon the storage tanks will be filled and runs will necessarily have to be cut. By the middle of February (1921), it is calculated there will be stored in Eastland, Stephens and Erath counties about 11,000,000 barrels of oil, and the storage capacity will be exhausted. The remedy lies in a suspension of production, and the leading producers at Breckenridge, have signed an order to shut down for thirty days. The total receipt of all pipe lines in the three counties above mentioned, was approximately 4,500,000 barrels; the deliveries, 3,500,000 barrels.

OIL PRODUCTION IN NORTH TEXAS FIELDS FOR THE YEAR 1920

Mr. George R. Kelley, an expert on oil production, writes the following resume of production for 1920 for the Fort Worth Star Telegram:

Nineteen hundred and twenty was a banner year for the oil fields of North Central Texas.

According to figures just compiled more oil was produced in 1920, by about 16,000,000 barrels, than was produced in 1919, which was also a record year. The annual production, estimating the output for December at 5,750,000 barrels, is approximately 70,138,000 barrels, compared with an annual output in 1919 of 54,320,744 barrels.

The average daily production of the entire fields for the year was a little less than 200,000 barrels, though it never fell below 132,000 barrels daily at any time and was frequently as high as 225,000 barrels daily. The average monthly output of the fields was more than 5,800,000 barrels. No month fell below 5,000,000 barrels. The lowest production was in February, when the output was only 5,087,650 barrels. The peak of production was attained in October when the whole North Central Texas territory produced approximately 6,850,000 barrels.

There were a total of 5,450 completions during the year, of which 3,600 were producing oil wells, 1,680 were dry holes and 175 were gas wells. The 3,600 new producing oil wells had a new daily production of 776,000 barrels of oil or an average of 215 barrels to the well. The 175 new gas wells had a total new gas production of 1,627,500,000 cubic feet.

More than sixty-six per cent of the wells completed during the year were producing oil wells. Slightly more than thirty per cent were dry holes and the remaining number were gas wells.

The total value of the crude oil produced in these fields during the year, figuring an average of \$3.50 per barrel, is nearly \$250,000,000. Operators say that \$3.50 per barrel is a very conservative average for the price of oil, as most of the oil has been bringing a premium of from 25 to 35 cents a barrel for the greater part of the year. At no time during the year has there been a reduction in the price of crude oil, but every change in the price has been an advance.

The following table gives the production for each month:

January, 5,902,800; February, 5,087,675; March, 5,360,475; April 5,226,025; May, 5,941,520; June, 5,791,600; July, 5,796,850; August, 6,031,700; September, 5,829,700; October, 6,825,050; November, 6,575,025; December (estimated) 5,750,000.

The Burkburnett field led all other districts in the field in annual production, though it was run a close second by Stephens County. In the month of August Stephens County passed the Burkburnett field in production and has held the lead since that time, with little prospect of losing it. Burkburnett produced during the year a total of 26,199,350 barrels as compared with a production last year of 31,604,183 barrels. The annual production of Stephens County was 24,367,000 barrels as compared with a production in 1919 of 4,091,045 barrels. The following table gives the production by months for the Burkburnett field and the same for the Stephens County field for comparison:

	Burk	Steph.
January	2,504,048	988,590
February	2,242,396	943,444
March	2,300,795	1,012,088
April	2,544,450	908,190
May	2,580,190	1,441,562
June	2,218,280	1,708,770
July	2,180,258	2,089,741
August	2,077,000	2,431,082
September	1,919,800	2,448,000
October	1,951,140	3,427,050
November	1,821,000	3,403,500
December	1,860,000	3,565,000
Total	26,199,357	24,367,017

The year just passed brought about a large number of important developments in the North Central Texas fields. It brought to light many new producing areas, saw the decline of others and the gradual settling of production in still others. It saw Ranger decline from an average daily production in January of 41,500 barrels, to about 16,000 barrels daily in December. It also saw the sensational Desdemona field decline from a daily production of more than 23,000 barrels in January, to less than 10,000 at the end of the year.

It also saw the Burkburnett field drop off from more than 80,000 barrels in daily average to less than 61,000 at the close of the year, a drop of about 20,000 barrels daily.

Nineteen hundred and twenty brought the sensational rise in Stephens County, the big production at the town of Breckenridge and the opening of the new fields in the Eliasville-Ivan territory in the extreme northern part of Stephens County. It also brought the opening up of the South Bend district in Young County, which, yet in its infancy, gives every promise of being one of the real permanent producing districts of North Central Texas.

The year saw the bubble swell and burst at Pecos, when the shallow sand discovered there failed to come up to expectations. It saw the opening of the Hilborn district northwest of the town of Rising Star, which, although lacking in sensation, gives promise of considerable production. It brought a revival interest in the Corsicana field which has been producing for from fifteen to twenty years and brought the discovery of oil at Mexia, the worth of which is yet to be proven. It saw the opening of the K-M-A field southwest of the town of Iowa Park in Wichita County, the opening of the Texhoma shallow field south of the town of Burkburnett and a sensational flurry south of Vernon in Wilbarger County. It saw the price of crude oil advance from \$2.75 a barrel to \$3.50, and then late in December the curtailing of runs by many of the larger pipe line companies to 50 per cent of the production they had formerly taken.

While at the beginning of the new year business in general is in an unsettled state, the oil fraternity as a whole is optimistic and sees a bright future for 1921. The last few days of December brought a noticeable strengthening of the market on refined oils which is very encouraging to the refining interests. There is no immediate prospect of a material cut in the price of crude oil.

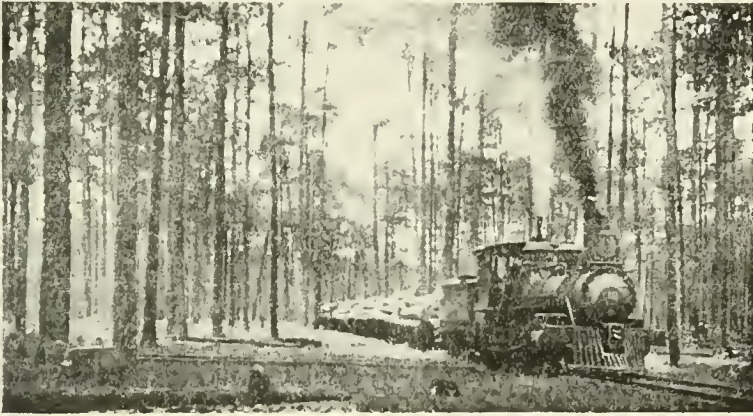
Producers say that it is certain there will be a reduction in the cost of producing oil in 1921. Operations have been curtailed in some sections and all the larger companies have made readjustments and thereby reduced expenses. With the present price of crude oil maintained during the new year, there is every promise that 1921 will be a more prosperous one for the oil producer than has been the past year.

CHAPTER XLI

TIMBER AND LUMBER

It is not generally recognized that Texas is the largest producer of timber and lumber of any state in the Union. There are 43,000 square miles of forest lying along the eastern border of Texas, having an average width of about one hundred miles and extending from the Red River to the Gulf.

The forests of short-leaf pine extend from Red River southward to a point about one hundred miles north of the Gulf, and these will average about 5,000 feet of merchantable timber per acre. From a point about 150 miles north of the Gulf southward and extending across the Sabine River into Louisiana is the finest continuous area of long-leaf pine in



LOGGING SCENE

the United States. The average stand of merchantable timber in this area ranges from 6,000 to 35,000 feet per acre.

Texas lumber is distributed by rail to points in nearly every state in the Union, even as far as Washington, which is itself a great lumber producing state. Millions of feet are, annually, shipped to the Western and Central States, and during normal conditions the trade with old Mexico is enormous. The famous long-leaf pine is exported to all the Central and South American states, Cuba, Porto Rico and other West Indian islands and prior to the recent World war to Australia, New Zealand, Russia, Roumania, England, Ireland, Scotland, Germany, Holland, France, Italy and Spain. It is peculiarly adapted to ship building, and most of the masts and gunwales of ships built on the New England coasts are from Texas forests. During the recent World war millions of feet of this valuable timber were shipped from Beaumont and Port Arthur to the ship yards along the Atlantic Coast for the merchant vessels constructed by the Shipping Board.

Texas timber is not confined to pine. As an evidence of this Texas took the highest award, a gold medal, for its exhibit of hardwood at the St. Louis Exposition. During the recent war large quantities of walnut were cut and shipped for use in the manufacture of gunstocks. Hardwood does not occupy any specific area, but is found intermixed with the pine and largely along the streams everywhere in the state. White oak trees, five or six feet in diameter and producing several thousand feet of board measure per tree, are not uncommon.

There are about 700 saw mills in the state, about 500 of which are utilized in cutting yellow-pine timber and the remainder in cutting long-leaf pine and the hardwoods.

During the era of active railroad construction these mills cut enormous quantities of lumber for use in the construction of railways, in-



LOGS AT POND SIDE

cluding bridge timber, ties and cars. Owing to the cessation of railway construction, car building and the erection of houses during and since the war the lumber business in Texas has not been very profitable, but the owners of timber lands and saw mills are looking with confidence to a resumption of demand for these purposes and also for the export trade.

When the contract was let in France for the reconstruction of houses and factories it was specified in the contract that the lumber and timber should come from Texas, evidencing the fact that its superior qualities were well known to those having this work in charge.

The value of the timber and lumber production in Texas is second to none but that of agriculture. It is estimated that the "stumpage" in Texas of both hardwood and pine will aggregate eighty billion feet.

CHAPTER XLII

IRRIGATION

The semi-arid conditions which prevail in the extreme western and southwestern part of Texas make the subject of irrigation one of vital interest, not only to the people of that section but to the entire state. The development and extensive cultivation of the valleys if supplied with an abundance of water would add materially to the quantity and value of the production of the soil.

Thomas U. Taylor, for several years in the employ of the Geological Survey by the general government, and at present Professor of Civil Engineering at the University of Texas, and who has given much time and attention to the subject of irrigation, in a report to the directors of this division of the department of the interior says: "The practice of irrigation in Texas is of considerable antiquity, especially in the western end of the state, along the Rio Grande, where the early Spanish conquerors established settlement.

It is only in comparative recent years that any effort has been made to foster and encourage irrigation in Texas by the state government. Individuals who undertook to construct dams for the impounding of the flood waters were often hampered by the inhabitants, lower down the stream, who contended that their rights were infringed upon, and much litigation ensued.

It was not until 1913 that the Legislature undertook to enact a law conferring power and authority upon the owners of lands lying along the streams to organize irrigation districts and to impound the surplus water during the flood time. The law was found to be defective in that the provision for issuing bonds, from the proceeds of which dams and canals were to be constructed, did not authorize the levying of taxes to meet interest charges and provide a sinking fund for the retirement of the bonds at maturity. A constitutional amendment was found necessary to authorize this levy.

In 1917 the Thirty-fifth Legislature submitted to the people of the state an amendment to the constitution, conferring this authority, at an election held in August of that year. The amendment was adopted and the subsequent session of the Legislature inaugurated laws carrying it into effect. These laws are said to be very comprehensive and adequate for the purpose, but the World war has prevented people from taking full advantage of these provisions. However, a number of projects have been inaugurated and are being put forward with the usual vigor of the enterprising people who are interested in the subject. In the meantime a large number of projects have been promoted, particularly in the southeastern part of the state, where irrigation is essential for the production of rice, and along the Pecos River in the West, where fruits, vegetables and alfalfa are successfully grown. This has also been done in the lower Rio Grande, Nueces, and Guadalupe rivers, and large areas have been irrigated, producing immense quantities of cabbage, onions and other vegetables to the great profit of the people. There are at this time about

two hundred thousand acres under irrigation, varying in quantity at different places from two hundred to around thirty thousand acres, the last being along the Pecos River. There are about forty projects of this character in the western part of the state, and possibly as many more in the extreme southwestern part of the state. Great volumes of water are obtainable in the northwestern portion of the state from the Elephant Butte dam reservoir, which was constructed by the general government, and from the Rio Grande. All of these projects have been uniformly successful and profitable to the promoters.

Statistics as to the acreage available for irrigation are not obtainable at this writing, but it is estimated by those who have made a study of the subject that there are many millions of acres, at present practically valueless, that could be made productive and of great value by the establishment of dams along the streams and impounding the flood waters, which are now going to waste.

The Rio Grande, Colorado, Pecos, San Saba, Conchos, Canadian, Arkansas, Wichita, Trinity, Neueces, Brazos and San Jacinto rivers all



IRRIGATION SCENES IN WEST TEXAS

have wide, fertile valleys on which these improvements could be made with success and profit.

Up to this time the general government has given but little attention and no encouragement to this development, but has confined its activities to the Northwest. The movement recently inaugurated will endeavor to secure a portion of the appropriation made for reclamation of the lands along Texas streams.

When it is considered that irrigation was practiced in Texas as early, if not earlier, than in any other section of the United States, it is evident that development of this class of intensive cultivation has not yet been given attention and encouragement commensurate with its importance in economic agriculture. It is true that when lands are first irrigated in Texas the territory now embraced within the boundaries of this commonwealth was not a part of the United States; yet the original Spanish owners set an example for Americans by which we have not until recently profited to the extent that ought to have been expected. To learn of the beginning of irrigation in Texas one is dependent upon tradition, the provisions of the original Spanish grants of land, and the

physical conditions in these sections of what is now Texas, where the old ditches are still in evidence. In the territory around San Antonio five mission ditches were constructed by the Franciscan Fathers between the years of 1716 and 1744.

The existing statute that governs the Board of Water Engineers in its administration of the Water Resources of the state has a provision that invites individuals or an association of individuals to investigate large projects for the conservation of storm and flood waters. It provides that any person, association, corporation or water improvement district desiring to investigate the feasibility of an engineering project, contemplating the construction of a reservoir for the impounding and storing of 5,000 acre-feet of water, or more, per annum, may file a declaration of such intention, satisfy the Board of Water Engineers that an adequate engineering force is available for the investigation and by the payment of a fee of \$250, retain the priority right to such a project in the watershed designated, and at the point selected, for a period of twelve months from the date of filing. It is an invitation to men of means or those who can secure underwritten capital to go upon the rivers of this state and seek out the most available sites for dams and reservoirs, with a view to saving to the state great quantities of flood water that annually would pass beyond beneficial use.

The increased demand for fuel has caused a preliminary examination to be made of many available undeveloped waterpower sites, not only to relieve the present condition caused by the war but to compile certain, valuable data which will aid in developing the unused power now that the war is ended. It is a known fact that there are many undeveloped waterpower sites in Texas which should be developed as soon as conditions permit.

It has been recognized for many years that preliminary data were necessary for the study of power possibilities, but only recently has an organized effort been made to collect and compile these most valuable data. If an area is being searched for power sites, it is of great assistance to have at hand data which have been collected for the purpose of showing the location and size in a preliminary way of such possibilities. The data compiled is only intended to show the location and size of sites and simply paves the way for a more detailed examination of conditions.

This work has been carried on in connection with the regular stream-measurement work on account of its close relation thereto.

Texas is fortunate in having many sites along its water courses where the water has been harnessed and power developed. Although Gaudalupe River is undoubtedly the most important of Texas streams for waterpower value, many additional developments have been made along other streams, the more important being Colorado, San Saba, Llano, San Marcos and San Antonio.

Data showing the developments at each point have been collected and compiled in a manner suitable for the use of the State and Federal Governments. These data have recently been especially valuable to the Fuel Administration in its study of fuel conservation.

MANY THOUSAND ACRES UNDER IRRIGATION TODAY

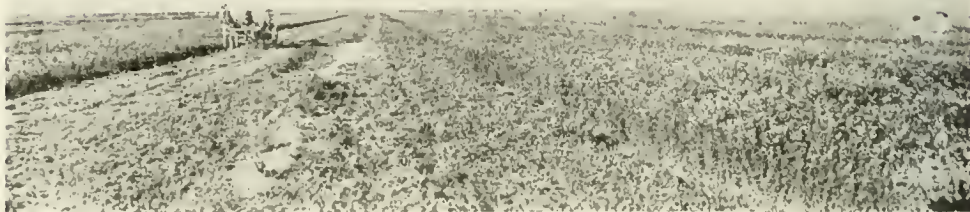
Irrigation on a small scale is practiced in a large number of West Texas counties. While the preponderance of these projects are insignificant compared to the major enterprises now in the public eye, their aggregate is sufficient to warrant tabulating them by counties. The figures on acreage shown in this tabulation have been compiled from the latest available statistics, and if any changes have been made recently they favor an increase above the number shown.

Irrigation in these counties is shown as follows:

Andrews: About fifty acres. Inexhaustable supplies of water at thirty feet in certain belts favor irrigation in the future.

Bailey County: While little irrigation now present, immense shallow water insures great development in that line.

Brewster County: Along the Rio Grande and small creeks miniature projects are under way. Some shallow wells furnish abundant supply for small truck farms.



IRRIGATED FIELDS

Brown County: Approximately 3,500 acres under irrigation by waters from streams.

Castro County: Small farms and orchards have been put under irrigation from wells.

Cochran County: Abundance of water at from 30 to 200 feet furnish means for irrigation of truck farms.

Coke County: Small truck farms are getting water from the Colorado. This stream offers some rare opportunities for large projects.

Coleman County: Approximately 1,500 acres are irrigated from wells and small streams. Many opportunities for large projects are found here.

Concho County: 700 acres irrigated from the Colorado. Many more acres might be with the development of streams.

Crane County: Preparations being made to irrigate 7,500 acres.

Culberson County: Some little irrigation done. Engineers pronounced several sites feasible for damming to impound storage water for many thousand acres.

Deaf Smith County: Approximately 5,000 acres are irrigated from wells and the Tierra Blanca. Many good opportunities in this county.

Donley County: Wonderful opportunity for irrigation of numerous acres from waters of Lelia Lake, fed by 1,000 springs, is now present. Only a few acres so far have been put under irrigation. Approximately 65,000 acres are under irrigation or have been contracted for. Great volumes of water are obtainable from the Elephant Butte dam reservoir and from the Rio Grande.

Gaines County: More than 200 acres receive moisture from the shallow water sheets under them. Small irrigation projects will be numerous with the development of the country.

Garza County: 2,500 acres of subirrigated lands lie along the Yellow House canyon and the tributaries of the Brazos.

Hale County: Approximately 6,000 acres have been put under irrigation from the waters of shallow wells. It is estimated that ninety-eight per cent of the county may be irrigated from these wells.

Hansford County: 1,500 acres irrigated and much subirrigated lands available.

Hamphill County: Inexhaustible supplies of shallow water make for many irrigation projects in the future.

Jack County: Artesian water at a depth of 600 to 700 feet insure future irrigation. Approximately 200 acres now being irrigated.

Jeff Davis County: Approximately 3,000 acres are irrigated. Many ideal reservoir sites are to be found in the county.

Kimble County: Approximately 4,500 acres now under irrigation. Unusual facilities for irrigation are present here.

Loving County: Approximately 1,500 acres irrigated from Pecos River waters.

Lubbock County: While no figures are available on acreage under irrigation in this county, possibilities from the shallow wells are many.

Menard County: Ten thousand acres get water from the San Saba River. Many thousand acres can be irrigated with small outlay of funds.

Pecos County: The leading irrigated county in the West, has approximately 33,000 acres under ditch, much of which gets its supply from the 50,000,000 gallon daily flow of Springs at Fort Stockton. Other acreages get water from the Pecos River.

Presidio County: 13,000 acres ready for irrigation as result of building of dam in Alameta Creek near Marfa.

Reeves County: Some development from the artesian wells about Toyah. 25,000 acres irrigated.

Runnels County: 3,000 acres irrigated from the Colorado. Many more acres in proximity to the Colorado could be irrigated.

San Saba County: 4,000 acres from the San Saba and Colorado Rivers. About 200,000 acres to be put under ditch.

Schleicher County: 1,000 acres irrigated from the San Saba and Conchos.

Stephens County: 1,000 acres from wells, creeks and storage tanks.

Sterling County: 300 acres from the North Concho. Many natural basins susceptible to damming for impounding water for irrigation purposes.

Taylor County: 20,000 acres to be irrigated upon completion of Lake Abilene in Buffalo Gap Mountains. Minor projects in the sandy belt.

Tom Greene County: 5,000 acres irrigated from water from the Conchos. Many other projects contemplated.

Uvalde County: 4,000 acres irrigated from waters from streams. Many irrigation opportunities will be accepted with better transportation facilities.

Valverde County: 10,000 acres irrigated. Springs at Del Rio furnish sufficient water to irrigate 17,000 acres. By damming Devil's River water to irrigate 60,000 acres would be afforded. The project has been pronounced practicable.

Wichita County: 3,500 acres now under cultivation. By damming Big Wichita River water for 200,000 additional acres will be available.

Young County: 3,000 acres irrigated from streams in county.

CHAPTER XLIII

THE SOUTH PLAINS OF THE TEXAS PANHANDLE

The 'Llano Estacado or the Great Staked Plains of Texas are composed of very fertile region of elevated plains lying north of 32 Latitude and west of the 100 West Meridian. According to the old geographies this section was the great American desert, but the agricultural development and prosperous growth of this entire section is making it the leading agricultural empire of the Southwest.

State experiment farms, improved methods of cultivation and the



BUFFALO ON THE GREAT PLAINS

development of crops adapted to this section have increased the production of this area several hundred per cent on the individual acre and has made it the center of the greatest migration move since the great western migration recorded twenty-five years ago.

This section, becoming known as the South Plains of the Panhandle of Texas, consists of fifteen counties underlain by an inexhaustible supply of shallow water of the purest test. They are similar in soil composition, climatic conditions, rate of agricultural and industrial development and have as the common market point and industrial center the City of Lubbock.

The area embraces more than ten million acres of land, 95 per cent of which is suitable for cultivation. Less than 20 per cent is now under cultivation. The population, according to the 1920 census, is 57,016 or a gain of 91 per cent for the past ten years. One trunk line and five branch lines of the Santa Fe Railroad, together with four designated and market state highways, serve the section and provide outlets for the increasing production of the area.

The State Experiment Farm No. 8, located two miles from Lubbock, in the heart of this area, serves the section as the advance agent in improved methods of farming and has been of remarkable value in the growth and development of the agricultural industry of this section. The crops profitably grown include all of the small grains, grain sorghums, alfalfa, clover and cultivated hays, leading the world in the production of sudan grass for wholesale seed trade, cotton, fruits, vegetables, melons and other diversified crops being profitably grown in the Southwest.

Abundant water is available at moderate expense for irrigation, but the method is little used, due to the economically profitable production of all crops through the improved methods of cultivation with the normal rainfall of 20.8 inches, seventy-five per cent of which



TYPE OF RURAL SCHOOLS IN LUBBOCK COUNTY,
Where Boys and Girls Clubwork Flourishes. (Out of twenty-one
rural schools eleven are brick buildings.)

falls during the five growing months of the season. The dairy, hog and diversified stock farming industry is rapidly growing in interest and profit in this section, replacing the one crop production of either cotton or the small grains, with the result that the farms are growing smaller, returning more profit on the investment and providing better homes and more modern rural schools over the entire section.

Lubbock County, with a population of 11,069 or an increase of 206 per cent in the past ten years, reflects the rapid development of the entire section to be expected for the next ten years. It is the largest county in point of population, and further advanced agriculturally, has the largest and most important city in the section, due to its superior location both from a geographical and transportation standpoint, but is representative of the growth and development of the entire section and is the leader.

Hale County, with the county seat of Plainview, is next in point

of size and importance industrially. Other towns of this section are Slaton, the Santa Fe shop center; Tahoka, the county seat of Lynn County; Lamesa, county seat of Dawson County; Seagraves, the end of the Santa Fe branch line into Gaines County; Brownfield, county seat of Terry County; Ralls and Crosbyton of Crosby County; Lockney and Floydada of Floyd County; Post City of Garza County; Olton and Littlefield of Lamb County, and a number of smaller villages that are rapidly developing into promising towns.

The following article by Paul T. Vickers, Associate Editor, Amarillo Daily Tribune, Amarillo, Texas, was written for the Panhandle Plains Chamber of Commerce:

Less than twenty-five years ago the Panhandle of Texas was called "The Great American Desert." Today this same vast domain, comprising thirty-eight counties, produced in 1919 more wealth by \$3,000,000 than the entire State of Texas produced in oil. Again the absurdity of such a statement that the Panhandle was a desert is evidenced by the fact that a Panhandle County took second prize at the Dallas Fair for having the second best agricultural exhibit of any county in Texas.

Amarillo, the Queen City of Plains, the hub of the Panhandle, or the capital of the Panhandle, as it is variously called, was called "Rag City" in 1887. That was the actual name of the little village, so named because most of the inhabitants lived in tents. A few years later a few shacks had been erected, and the present thriving city of 15,494 people was called Old Town.

Amarillo was not even a wide place in the road then, for the road was not wide. Nothing but cow paths tracked through the grass of the Plains. Antelope grazed on the same spot where the high school building now stands, according to Justice C. G. Landis, magistrate of Precinct two of Potter County.

This detail of Amarillo is but the same story of the other prosperous towns of the Panhandle. There was no Potter County then, nor, in fact, were there any of the other thirty-seven counties of the Panhandle then in existence save only Wheeler and Oldham. Court for all of these counties, or all of this territory, then undivided into counties, was held at Tascosa in Oldham County and Mobeetie in Wheeler County. Justice in those days was meted out summarily. Still standing in "Boot Hill Cemetery," the actual name of the burying ground at Tascosa, are the tombs of numbers of cowboys and desperadoes who died with their boots on.

This romantic history is given in brief to show that where thirty years ago Indians wandered and plundered, a country where the land was regarded as fit only for the steer to graze on, where no trail wider or straighter than a cow path existed, land now sells as high as \$100 an acre and grows anything from wheat at 40 bushels to the acre, or onions that bring the grower \$600 an acre, where the more ambitious of all parts of the United States not contented with small things in their own communities have gone West hunting larger opportunities, and where cow paths have given way to street car tracks.

The Panhandle of Texas in 1919 produced wealth estimated at \$135,000,000 in agricultural products alone. On top of this came millions in cattle. The oil wealth produced in Texas for the same year was \$132,000,000. The wealth produced in 1920 was much greater, so far as amount of products is concerned, though decreasing prices may keep the monetary figures to about the same level.

The Panhandle is chiefly known for its production of wheat. This section of Texas could feed the nation for a long while. The



A CANYON IN THE PLAINS

estimated yield for the Panhandle for 1920 is 20,000,000 bushels. The federal government has accepted these figures. Three railway lines in the Panhandle have been unable to handle the enormous wheat crop. Thousands of bushels of grain remained for weeks piled in the fields. Farmers were unable to construct granaries to hold their crops.

Wheat in some sections averaged twenty-five bushels to the acre in 1920. On some few farms it averaged forty bushels to the acre. The acreage will probably be greatly increased this year on the South Plains because of the low price of cotton.

Maize crops, which for a long while people thought were the only cultivated grains that could be grown in the Panhandle, produced in 1920 about 6,700,000 bushels, according to estimates of the Panhandle Grain Dealers' Association. Besides the grain, thousands of tons of the fodder were stacked to feed to cattle in the fall and winter.

A large part of this maize is fed to hogs, cattle and work animals, while a large part of it is shipped to California, where it is used mainly as chicken feed.

Besides these crops probably more than a hundred thousand bales of cotton are produced, Hall County alone having produced in 1919 about 35,000 bales. Oats are not raised as much as a few years ago.

The estimated yield for the Panhandle in 1919 was 10,000,000 bushels. This was probably overestimated by two or three million bushels, and it is certainly much less this year.

When it is considered that these enormous yields are raised in a territory where only twenty-seven per cent of a tillable seventy-one per cent is actually in cultivation, some slight conception of the enormous possibilities of this yet virgin territory may be seen. There are about 25,000,000 acres of land tributary to the wholesale trade territory of Amarillo alone. Forty-four per cent of this amount is yet subject to cultivation, but is still in broad pastures and ranches. Forty-two per cent of all the land in the Panhandle is owned by non-residents, but this is rapidly being sold. Seventy thousand acres near Farwell was recently put on sale in farms of 160 and 320 acres.

The average price of the land is \$25, though some of it has sold for as high as \$125 an acre, while some of it, of course, sells as low as \$15.

Strange as it may seem in this "Great American Desert" thousands of acres are irrigated in what is known as the Shallow Water Belt. Hale, Deaf Smith, and part of Swisher counties are in the sure crop section.

Geologists say a great underground river, whose length is unknown, but whose width varies from eight to sixteen miles, flows under the ground through this section, rising to within forty feet of the surface in most of the section at present irrigated. This water is raised to the surface by gasoline pumps, and many large farms are now guaranteed against crop failure from drouth. Plainview and Hereford are towns built on this solid basis of a never failing crop.

Visits to the various county fairs held in the Panhandle counties this year would have convinced any skeptic that he was in one of the garden spots of America. Pumpkins weighing fifty pounds lay alongside wheat that won the world prize in 1919. Squashes weighing forty-five pounds lay alongside onions that produced 6,000 pounds on a quarter of an acre. Corn that made forty bushels to the acre stood beside sudan grass over nine feet high. Every variety of vegetable known to the Texas horticulturist flourishes in the South Plains of the Panhandle. Fruits also grow in abundance in Lynn, Floyd, Lubbock, Hale and Deaf Smith counties, and of course in other counties, which have not yet realized so well the advantages of publicity.

Over 300,000 people inhabit this territory. Few of them are poor, as is often the case with rural people living in other sections of Texas. The large majority of the farmers own their land, and many of them are in the well-to-do class. This population is at about the rate of eight persons to the square mile. The population has increased forty per cent in the last decade.

All wealth of the Panhandle is not potential. When figures for total bank deposits for the twelve months ending in May are given out as \$61,109,039, it is evident that much of the wealth is actual. It is evidenced by the fact that few towns in the Panhandle this year had enough labor to supply the demands of building contractors. Not only were an unprecedented number of residences erected de-



CORN FIELD

spite high prices of building materials, but scores of new business houses went up.

Lubbock County showed an increased population of 167 per cent in the last ten years, while the city itself showed an increase of about 147 per cent. Hundreds of homes were built and thousands of acres put into cultivation by these newcomers.

That old saying about there being only a barbed wire fence between Amarillo and the North Pole no longer amuses residents of the city. The Panhandle of Texas is the coldest part of the state in the winter, and it is the coolest in the summer. Comparison of temperature records for any other city in Texas, and as for that matter, with the majority of them anywhere in the United States shows the mean here to be better adapted for human habitation than these other towns.

The average summer temperature for the most of the Panhandle is 69 degrees, and the average winter temperature is 43 degrees. The mean temperature in Amarillo for July during the past twenty-

five years is 76 degrees. Those Panhandle winds still blow, it is true, but they become quieter each year, as the country becomes more thickly populated.

Thirty years ago, according to pioneers here, the wind sometimes blew seventy-five miles an hour, and one occasion is recalled by Justice C. G. Landis when it blew at the rate of eighty-seven miles an hour. There was so much static electricity in the air that housewives were sometimes unable to use cookstoves for twelve hours or longer at the time. The change in weather conditions during these thirty years is amazing to Justice Landis, he says.

Mammoth ranches in the Panhandle still furnish many train loads of beeves for the northern markets. Nearly all of the feed used is raised on the ranches or on adjoining farms, if, indeed it becomes at



POTTER COUNTY COURT HOUSE, AMARILLO

all necessary to feed the cattle on more than pasture grass. The estimated wealth for a year in cattle of the Panhandle is above most sections. Hereford is the home of some of the finest Hereford herds in the world. Cattle from that section are taken every year to northern fairs, and so often as they are taken do they win prizes.

But the days of the cattle baron are waning even this far West. Big ranches are being cut into farms. Ranchers are beginning to break up their pastures for wheat planting. More than 100,000 acres of ranch lands were put on the markets during the past two months.

Agricultural and stock raising possibilities of the Panhandle were proved long ago, and these sources of wealth are now actualities. The great unproved source of wealth is the mammoth gas field thirty miles north of Amarillo. Since this field was admitted to be the greatest gas field in the world, it has been extended about ten miles and geologists say its bounds are yet indeterminate.

The total daily production of gas is 530,000,000 cubic feet. The City of Amarillo, which is at present the only consumer of the gas, uses not over 4,000,000 cubic feet a day. This leaves 526,000,000 cubic feet idle. Manufacturers are becoming interested in the field.

Optimists of the Panhandle see a manufacturing city of 100,000 or more people in the Panhandle within ten years. Two wells drilling within four miles of Amarillo are daily expected to bring in big gassers, which would eliminate expensive piping.

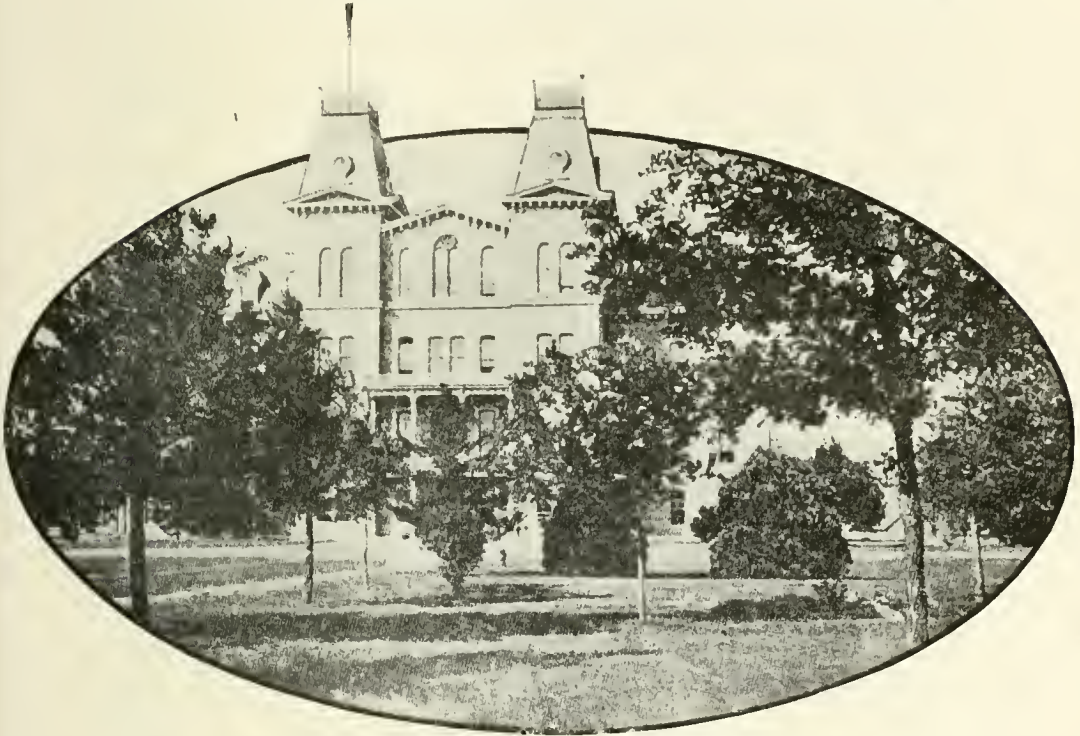
Oil showings have been found in several of the wells drilling in the Panhandle, and members of the oil fraternity confidently expect producers to be brought in within thirty days. Hence, it can be readily seen that the potential wealth in oil and gas is incalculable. It is a safe assumption, however, that the high price of coal will not bother Amarillo and other nearby towns for years to come.

CHAPTER XLIV

PUBLIC INSTRUCTION

When Texas was admitted to the Union the treaty of annexation provided that the Public Domain should remain the property of the state. This provided the foundation for the most splendid educational fund of any state in the Union.

The Fathers of the Republic and the framers of the first constitution of the state very wisely provided that a large portion of the public domain



MAIN BUILDING AT A. & M. COLLEGE

should be set aside for public free schools, institutions of higher education and the eleemosynary institutions, and the legislature was directed to apportion these lands according to the needs of the several institutions. The constitutional convention of 1875 retained, and made still more obligatory, these provisions.

When the state donated public lands to encourage the construction of railroads in the state it was ordained that the railway companies should survey the public lands, and alternate sections were set aside for the public schools of the state. Each county was accorded a league and labor of land, about 4,400 acres, for the public schools of the counties.

The school lands were subsequently sold and leased, proceeds of the sale was devoted to the permanent school fund, and the interest on such lands as were sold on time and the money derived from leases to the available school fund.

The permanent school fund now has to its credit the sum of \$72,865,-496, on which there is an annual income of \$10,252,619.

The county permanent fund has to its credit the sum of \$12,751,493. Furthermore additional annual appropriations are made by the legislature to supplement the available fund for the maintenance of the educational institutions of the state and the public schools throughout; and an annual levy is made on the taxable values for the same purpose.

The state, county and local maintenance fund for the years of 1920 and 1921 aggregate \$28,658,013.88.

The value of school buildings in the state is \$51,828,963, the grounds, \$10,477,596; school furniture, \$6,318,390; total, \$72,824,694.

The number of teachers employed are, white, 24,530; colored, 3,820; a total of 28,350.

The number of pupils enrolled is, white, 860,123; colored, 175,525; a total of 1,035,648.

The total appropriations for the years 1920-21 is \$18,564,507.49.

Free text books are provided for all the public schools of the state.

The institutions of higher education comprise the following: The State University at Austin, Texas, the Medical School, which is a branch of the State University at Galveston, Texas.

The Agricultural and Mechanical College at College Station, Texas, with the following branch schools: The John Tarleton Junior A and M College at Stephenville; the Grubb's Vocational School at Arlington and the colored A and M College at Prairie View.

State Normal Schools for the training and education of teachers are the Sam Houston Normal at Huntsville; the North Texas Normal at Denton; the Southwest Texas Normal at San Marcus; the West Texas Normal at Canyon City; the East Texas Normal at Commerce; the Sul Ross Normal at Alpine; the College of Industrial Arts for Girls at Denton.

Other educational institutions are the state schools for the blind at Austin, one for white and one for colored pupils.

The Texas school for the deaf at Austin. The state training school for girls at Gainesville. The State Juvenile Training School for boys at Gatesville. The State School for feeble-minded at Austin. The State Orphans' Home at Corsicana. The eleemosynary institutions are three for the insane, located at Austin, San Antonio and Terrell. The Deaf and Dumb Institute and the Blind Asylum at Austin.

TEXAS SCHOOLS IN PIONEER DAYS

The following account of the early schools in Texas from the pen of Alice B. Ballard, of Austin, will be of interest:

Early days in Texas saw few educational advantages for the pioneer children. Although there were make-shift day schools conducted by the Jesuit fathers as early as 1800, constant trouble with the Mexican government and the neighboring Indians made these of short life. Nor, indeed, were the perilous days over when the first real schools were

established. Certainly those men and women who left happy surroundings to come to the aid of the education of the children of the would-be republic, the struggling young republic, and even the infant state deserve prominent mention in the Texas Hall of Fame.

Among those who were instrumental in establishing educational institutions in the New West, as Texas was at first called, were T. J. Pilgrim, J. W. P. McKenzie, Rev. William Carey Crane, Martin Ruter, O. N. Hollingsworth, R. C. Burleson, Father J. M. Odin, Dr. Ashbel Smith and Daniel Baker and the noble women educators, Miss Trask "from Boston," Miss L. A. McHenry and Miss Melinda Rankin.

One of the first of these, T. J. Pilgrim, who came to Texas from New York in 1828, was first engaged in teaching a day school at San Felipe de Austin. In January, 1829, Pilgrim opened the first Sabbath school in Texas. Up until his death in 1877 Pilgrim was an active worker in establishing both Sabbath schools and boarding schools in the Republic of Texas and in the State of Texas.

The first young ladies' boarding school established in Texas, was opened by Miss Trask "from Boston," on Jan. 31, 1834, at Independence. It was called the Trask seminary. The academy building was of round cedar and post oak logs and the room was eighteen feet square. Miss Trask, it is said, was very cultivated and highly educated and as fearless as any frontiersman in Texas. When it became necessary for her to do so, she mounted her horse, "swung a six-shooter on one horn of the saddle and unattended would ride to La Grange, Houston or Austin, a distance of from fifty to seventy-five miles, the whole route infested with Indians and other lawless characters. The academy continued under the supervision of Miss Trask until 1838-39, when Prof. Henry F. Gillette, a member of the first faculty of Baylor University, bought out the school and established Independence Academy, which he successfully conducted until 1845, when it was transferred and became a part of Baylor University.

Another woman who was prominent in education work about this time was Miss L. A. McHenry, who, coming to Texas in 1833 with her brother and sister, Rev. and Mrs. J. W. Kenney, established a school at Mountville on the Brazos River in 1835. Here she taught in one room at the home of Mr. David Ayres, another pioneer. While she was conducting classes at this school, news came that the "Alamo had fallen." For days she with her little band of children and several women camped out in hiding from the Mexicans without a man to defend them.

In 1836 Miss McHenry was one of the most enthusiastic workers in bringing missionaries to Texas. The next year she reopened her school, this time only for girls. It is interesting to know that one afternoon of each week was devoted to embroidery and fancy work of all kinds. In April of 1838, however, her health failed and she was forced to give up her school. She received a legacy in 1840 that made her independent for life, and she traveled extensively in the interest of bringing Methodist missionaries to Texas. Her biographers say she had a very happy disposition, and that "even the symmetry of a tree gave her pleasure." She died in 1864, just when new hopes were aroused by the close of the war between states.

Martin Ruter, who was sent to Texas as superintendent of the Texas Mission in the latter part of 1837, also deserves a place of mention among the early educators. Although he did not really teach, he enterprised an institution of learning which later bore his name. He went so far as to draw up several articles of a charter to be presented to the next governor, styling the contemplated school of Bastrop University. It is said that a number of subscriptions for the erection of the proposed school had been secured. Right in the midst of his plans, however, he took pneumonia and died in May, 1838. On January 25, 1840, Rutersville College was chartered. It was erected at Rutersville by the Methodists in Texas and the United States, near the location of Ruter's proposed school, and the town derived its name from the great educator.

John W. P. McKenzie offers probably the most interesting study of early educators. Much has been written about him and his work in Texas. He was a native of North Carolina and came to Texas as an itinerant minister in 1836. Soon afterward he was forced to give up his pastoral work. Moving to a small place about four miles from Clarksville he began teaching school in a log cabin with sixteen pupils. This was the beginning of what later was conceded to be the next prosperous school west of the Mississippi River prior to the war between states. Soon it evolved into a boarding school and the log cabin gave way to a two-story double-log house with a shed room and a row of small cottages. In the early fifties these rather unpretentious buildings were gradually supplanted by four large, three-story buildings, one for the girls' dormitory, two for the boys' dormitory and the other for chapel and recitation. The school took care of as many as three hundred students from Texas, Louisiana, Arkansas, Indian Territory and Missouri. Nine professors were employed. Although no financial aid was received with the exception of tuition, McKenzie made the school pay for itself. It is said, also that no boy or girl, however poor, was ever turned away from the institution.

The discipline of the school seems unusual. Students were required to get up by candle light at 4 o'clock in the morning to attend chapel. McKenzie would come out on the coldest of mornings in his shirt sleeves and slippers for his so-called "morning air bath." It is said that his purpose was two-fold: That he might make stoics of the students and also as an excuse for the lack of fire. Failure to attend chapel had the punishment of being forced to miss breakfast.

Environment of the school was kept free from contaminating influences, or what were then thought contaminating influences. The Bible was part of the course of study and whisky, cards and oaths were barred. McKenzie is said to have led an exemplary life for his students, and kept school entirely under his control even if he did often have to resort to the "birch." He engaged in their sports and required those engaged in a fight to "kiss and make up." He later became president of a Methodist college at Waxahachie, for a few months. When the population migrated to the north, for the most part, the McKenzie Male and Female College, as his school was called, began to decline for the want of large attendance. It was later merged into Southwestern University.

The beloved teacher, for he is said to have been loved and revered by all of his students, died at his old home at the age of 76.

The name of Rufus C. Burleson is more or less familiar because of the part he played in the promotion of Baylor University. Dr. Burleson was born in North Alabama in 1823. In 1845 he consecrated his life to Texas, having been ordained as a Baptist minister a few years before. He preached his first sermon at Houston and won fame as an evangelist in that part of Texas. When Dr. H. L. Graves resigned from the presidency of Baylor University in 1851, Burleson was elected to succeed him. Although the university had been established at Independence some five years before, it was reported to be "dead" when Burleson entered upon his duties.

Among the first things the new president did was to issue a catalogue of the university, which was sent all over Texas and into other states. He also made it a point to impress upon the trustees that they had ahead of them a stupendous task of building up a first-class university. A financial agent, also, was appointed to solicit subscriptions for the building up of the institution.

Mrs. Burleson, who was Miss Georgia Jenkins, was a helpmeet. She had attended college and was qualified to help her husband solve some of his most difficult problems.

When Dr. Burleson resigned as president of Baylor University in 1861, that institution, which was hardly known in 1851, was catalogued by the London Times as among the leading institutions of learning in the United States. Every facility for a complete education was offered and a college code had been adopted as well as rules of admission and the course of study.

In 1868 Dr. Burleson was made president of the Waco University, another Baptist institution. This school was combined with a part of the old Baylor University which was moved to Waco in 1886 and Burleson was made president. Another portion of the old Baylor University was moved to Belton and became known as the Baylor Female College. Dr. Burleson was made president emeritus of Baylor University in 1897, in which capacity he served until his death in 1901.

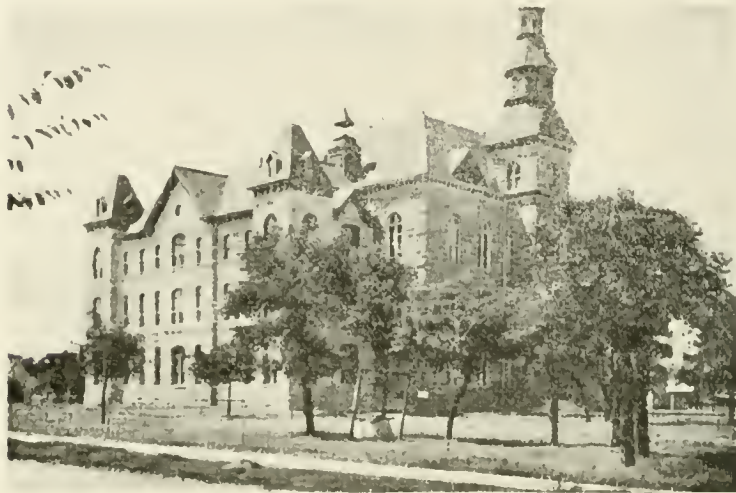
Another school which was established shortly after Baylor University is St. Mary's College of San Antonio. Father J. M. Odin, a Catholic missionary from France, conceived the idea of establishing the institution and went back to France to obtain means for building and promoting the school. On his return a room in the second story of a livery stable on the west side of Alamo Plaza was rented, and here it was that the school was first conducted. Father Odin was recalled to New Orleans in a few years and died at his old home in France in 1870. The work of St. Mary's College was taken up by his successor and the school survived both the war between states and the cholera epidemic of 1866. Additions were frequently made and by 1875 the college had a high rank.

Austin College antedates St. Mary's College some few years. It was chartered in 1849 through the efforts of Rev. Daniel Baker, receiving its name from the great pioneer of Texas civilization, Stephen F. Austin. Daniel Baker first came to Texas as a Presbyterian missionary in 1840. After a few years in the wilderness, he returned to the United States

with the end in view of going back to Texas. This he did in 1848. For several years after the establishment of Austin College, which was then situated at Huntsville, he traveled throughout the United States securing \$25,000 in donations for the college. Among those on the first board of regents were Gen. Sam Houston, President Anson Jones and Henderson Yoakum, the historian. The college was moved to Sherman in 1876.

In recognition of the services of the Rev. Daniel Baker as an educator the Presbyterian college established at Brownwood in 1889 was named in his honor.

Miss Melinda Rankin, another notable woman educator, established the Presbyterian Ladies' College at Huntsville in 1850 in connection with Austin College. Aiming at Mexico, she abandoned her work at Hunts-



HOWARD PAYNE COLLEGE, BROWN COUNTY

ville and went to Brownsville, where in 1861, she obtained a charter for the Rio Grande Female Institute, which was conducted for several years, before going over into Mexico, where she was the first Presbyterian missionary in Latin American countries.

Coronal Institute is another college opened early in the history of Texas. O. N. Hollingsworth, a native of Alabama, who came to Rusk with his mother in 1845, was the founder of this college which he conducted until 1872. He made a success of his course of study and was hailed as an educator of note. He later served in the state legislature and was elected state superintendent of public instruction soon after that office was first created.

The names of Ashbel Smith and William Carey Crane also stand out in the educational history of the state. Dr. Smith, who was the first president of the board of regents of the University of Texas, was first known in the state because of his excellence in survey. He was also a

minister to France and England shortly after the Republic of Texas was established and is said to have settled impending trouble between England and Texas. He was always an ardent supporter and friend of education in the state.

Rev. Mr. Crane succeeded Dr. Burleson as president of Baylor University, although he did not come into office until some two years after the resignation of Doctor Burleson. He found that school in a state of turmoil, it is said, and set about to work in opposition to a large majority of Baptists in the state who regarded the university as useless, as a failure. He succeeded. A patrimony which he received at the death of his father in 1866, went to building up the institution. He was made president of the State Teachers' Association in the early days of its organization and wrote a life of Gen. Sam Houston shortly before his death on February 27, 1885.



FORT WORTH IN THE EARLIER DAYS

CHAPTER XLV

FORT WORTH BEGINNINGS

[In writing these chapters about Fort Worth no attempt is made to adhere to the formal style of historic narrative, but the widest latitude is observed. It will range from "grave to gay, from lively to serene," from casual to vital as the spirit moves the writer. That it may not be of interest to the average reader of history is conceded, but that it will appeal to the citizen of the city, who is interested in the men and measures that have made Fort Worth is the confident hope of the Editor.]

FIRST SETTLEMENT OF FORT WORTH

At the close of the war with Mexico, Gen. Winfield Scott sent a troop of the Second Dragoons in command of Major Ripley A. Arnold to North Texas to establish a post to protect the then sparsely settled territory from the forays of the Indians which then inhabited this section.

Major Arnold selected this as the most central point for this purpose.

The post was first called Camp Worth in honor of Brig-Gen. William Jennings Worth. It was established on the sixth day of June, 1849. On November 14, 1849, the name was changed to Fort Worth, and it was abandoned on the 17th day of September, 1853, and the troops stationed here were sent to Fort Belknap, about a mile from the present site of the town of Belknap. There was never a fort at this point, and the only buildings were the barracks at the head of and a little west of Houston Street. Major Arnold died here and his remains are interred in "Pioneers Rest."

The first settlement in the county of any magnitude grew up about the military post, and on its abandonment the buildings were used as stores by those who had settled near the post. Among those who were in business here were Colonel Abe Harris, Nat Terry, M. T. Johnson, James F. Ellis and G. P. Farmer.

When the soldiers left there was only a meager country population in the vicinity; barring a few supply trains no current of trade had yet begun to flow through this section of Texas. There were no cattle trains; nothing permanent to arouse enthusiasm for this straggling settlement on the Trinity Bluff, and the seed of civilization planted and protected during the brief military occupancy might, on good relative grounds, have experienced the same blight that befell Fort Phantom Hill and Fort Belknap.

This nucleus of citizens possessed a quality of enterprise not to be found in the ordinary frontier village. Given the ordinary advantages of location and natural resources, men of such stamp as E. M. Daggett, C. M. Peak, J. P. Smith, W. H. Milwee, Milt Robinson and their associates would soon have given distinction and prestige to any hamlet of which they happened to be residents. Indeed, when

one has studied the history of Fort Worth from its inception he is impressed to the point of amazement by the tremendous energy and magnificent civic spirit that have actuated the builders and promoters of the city's real greatness; every advantage has been seized, no opportunities have been overlooked, and the place has risen to first magnitude because of the vigilance and tireless endeavor of its citizens.

The county was created by the legislature in December, 1849, and the county seat was located at Birdville. The spirit of conquest was rife in the veins of the early settlers, and at the instance of Captain Daggett and others the legislature was induced to permit an election to decide upon the county seat. Birdville was at that time the larger place. Had the election been untrammelled it would have probably remained the seat of government for many years. The citizens of Birdville charged, and there seems good reason for the charge, that the selection of Fort Worth was brought about by the votes of Sam Woody, the first settler of Wise County, and the members of his family. Enough was shown to induce the legislature to order a second election. About 1855 A. J. Walker, who lived a few miles northeast of Birdville, was a member of the State Senate; he was instrumental in having a bill passed providing for another election. This occurred about the year 1860. The exact date is not accessible to the writer. By this time the population of Fort Worth had increased in sufficient numbers to enable it to make good its claim as the proper place for the court house. Birdville abandoned its claim and endeavored to defeat Fort Worth by casting its votes and throwing its influence for "The center of the county," which would be a little nearer Birdville than Fort Worth. The vote resulted in 301 for "the center" and 548 for Fort Worth, and the vexed question which has cost the lives of some and the expenditure of about \$30,000 was settled for all time.

The town was built around the public square, after the common fashion of Texas towns, and the court house was the hub of interest and business activity. Even at this day the old-time citizens refer to the "public square" with a meaning inherited from early days when the square was really the scene of all the business activity of the place. What now constitutes the banking and commercial and hotel center was for twenty years an unoccupied common, on which transient immigrants pitched their camps for the night, across which the cattlemen drove their herds from the west, while still further south, in the vicinity of the Texas and Pacific depot, Captain Daggett had his farm buildings. When one observes the great area to the south, west, east and north now covered by the city of Fort Worth it requires some effort of the imagination to depict the town as it was forty years ago. There were regular sessions of county and district court, at which time attorneys from all this part of the state convened to transact the routine and special legal business and, aside from this, to enjoy themselves in the social manner common to groups.

CREDIT TO WHOM CREDIT IS DUE

When it comes to calling the roll of patriots who worked so long and faithfully for the upbuilding of the city one ventures upon dangerous

ground. The memory is at times treacherous, and some of the best and truest are liable to be overlooked. But that their names may be enshrined in the hearts of the people and perpetuated by this modest record of the time the chance will be taken. It would be well to dig up the tax rolls of that day and make a copy of it, for every man in the city, with but one or two conspicuous exceptions, was ready at any and all times to spend and be spent for the good of Fort Worth.

But there were a few who were conspicuous by their liberality and whose names may be mentioned without any invidious distinction as to others equally worthy. The first of these are the men who donated three hundred and twenty acres of land lying along the southern border of the city to the Texas & Pacific Railway Company. These men were E. M. Daggett, Major K. M. VanZandt, Thos. J. Jennings and H. G. Hendricks. They were the ones to set the pace for their fellow citizens.

Of those who contributed of their time and money without stint may be mentioned those whose names are recorded above, who did not stop with this princely donation and claim that they had done their share; to these should be added John Peter Smith, Walter A. Huffman, B. C. Evans, Joseph H. Brown, C. M. Peak, W. H. Davis, William J. Boaz, James F. Ellis, M. G. Ellis, H. C. Holloway, J. J. Jarvis, M. B. Loyd, W. W. Dunn, W. P. Burts, E. J. Beall, George Newman, William B. Young, W. B. Tucker, Stephen Terry, Jesse Jones, Dr. J. F. Shelton, A. J. Chambers, B. L. Samuels, John Hanna, J. Y. Hogsett, Porter King, W. A. Darter, Sam Seaton, Sam Evans, J. C. Terrell, John S. Hirschfield, W. W. Trippett, W. H. Davis, Jacob Samuels and others. These are they who were here before the advent of the railroad and many of them before there was any talk of a railroad. When it was definitely settled that the road would be constructed to this city the people commenced at once to reach out after enterprises, and it may be truthfully stated that every man, woman and child helped with time and money. Their names are enshrined in the heart of every patriotic citizen of Fort Worth.

Among those who came to Fort Worth prior to the advent of the railroad and who remained and gave of their time and money to advance the interests of the city to the best of their ability and who witnessed the culmination of their desires may be mentioned: Thos. A. Tidball, Zane-Cetti, C. K. Fairfax, J. J. Roche, F. J. Tatum, J. S. Godwin, R. E. Beckham, R. N. Hatcher, Jas. H. Field, Dahlman brothers, S. P. Greene, D. C. Bennett, Geo Mulkey, S. H. Hulkey, W. R. Ganse, T. C. Boulware, the Penderv brothers, P. J. Bowdry, J. Q. Sandige, John F. Swayne, T. J. Peniston, D. B. Gardner, Z. E. B. Nash, I. Carb, J. M. Peers, John Nichols, Jere Marklee, J. F. Cooper, John Bardon, A. B. Fraser, S. T. Bibb, W. T. Maddox and his brothers, R. E., E. P., J. H., and a cousin, J. M., who now resides in Jack County. There are others, but their names do not occur to the writer at this time.

Upon the arrival of the railroad and soon after they came by the car-load. Among the most prominent, and who were most active in the upbuilding of the city may be mentioned W. G. Turner, J. B. Burnside, A. J. Roe, Willard Burton, A. S. Dingee, J. M. Hartsfield, A. J. Anderson, J. L. Cooper, J. W. Spencer, A. E. Want, E. H. Keller, Neil P.

Anderson, W. G. Newby, W. F. Sterley, Martin Casey, J. M. Vincent, M. P. Bewley, C. J. Swasey. Here, again, a lapse of time and defective memory must be the excuse for not mentioning others equally worthy.

ABOUT THE INDIANS

An effort was made in 1873 to remove all the hostile Indians from Texas to the Reservation in the Indian Territory. The removal was accomplished, but it was not easy to keep them there, and there were occasional raids across the border and into the settlements. The exact date of the last foray is not accessible at this writing, but it was made as far south as Jack and Young counties, just west of Los Valley, where James C. Loving had a ranch and his residence. The foray was led by two Indian Chiefs, Santanta and Big Tree. They fell upon a wagon



INDIANS ON THE MOVE

train conveying supplies to Fort Griffin, which stood about fourteen miles northwest of the present town of Albany. It was owned by Capt. Julian Feild, of this city, and Henry Warren, of Weatherford. The train was destroyed; the wagons burned; the mules and horses taken away and several men killed. A wooden monument marks the place where the encounter took place. Troops were dispatched after the savages and the two chiefs were captured. They were tried for murder at Jacksboro and convicted and sentenced to death, but the sentence was commuted by Edmund J. Davis, then governor of Texas, to confinement in the penitentiary for life. Santanta was afterwards pardoned and sent to the Reservation near Fort Sill, Oklahoma.

On August 16, 1874, another raid was made into Texas, coming as far as Veal's station, about three miles west of the present town of Springtown, where one man was killed. Two others were killed by the same raiders on the Weatherford and Jacksboro road, about half way between the two towns. This was the last appearance of hostile Indians in this part of the state. There were other forays on the borders of New Mexico subsequent to that time.

FIRST PROMINENCE OF THE CITY

Fort Worth first came into prominence in the year 1872, when Col. Thomas A. Scott, who had come into the ownership and control of the Texas & Pacific Railway, in company with Col. John W. Forney, the editor and proprietor of the "Chronicle" of Philadelphia, made a trip



FORT WORTH NATIONAL BANK, FORT WORTH

across Texas for the purpose of selecting a route for this road across the state. Colonel Forney wrote voluminous letters to his paper describing in great detail what he saw and how he was impressed with the resources of the state. He afterwards wrote and published a pamphlet entitled "What I Saw in Texas," which had a wide circulation.

In these letters and in the pamphlet he had much to say about Fort Worth. In fact, he gave it more space than any other point in the state, and predicted for it a brilliant future. He did not hesitate to predict that it would be the most prominent place in the northern part of the state. It being generally known that he was the guest of Colonel Scott on the trip, it was quite natural that his readers should reach the conclusion that he reflected the opinion of the President of the Railway Company.

A secondary purpose of the trip across Texas and the presence of Mr. Forney, then among the foremost editorial writers of the day, was to educate the public and to influence it in favor of a grant or subsidy from the general government in aid of the construction of the road, such as had been granted to the Union Pacific Railroad. A bill was then pending in Congress for this purpose. Forney's paper, as well as others in the East, set forth with great emphasis that this line would be of greater benefit to the nation at large than the more northern route, inasmuch as it was in a more southerly latitude and would be open for traffic every day of the year, and would not be snowbound, as it was contended the more northern line would be at certain seasons of the year.

Colonel Scott commenced the active work of construction westward from Marshall and Jefferson immediately on his return from the Pacific slope and prosecuted it with all possible energy. He had associated with him Gen. Grenville M. Dodge, who was the chief engineer of the Union Pacific, and Mr. Frank S. Bond, who was the financial director of the same road. The road was constructed as fast as men and money could do the work, and every argument that could be devised was put forth to persuade representatives in Congress that this line was of prime necessity to the commerce of the country.

Representatives of the company attended every convention of importance that was held in the country, and resolutions were adopted urging Congress to grant the southern route the same concessions that had been given the northern line.

Meanwhile Colonel Scott and his associates were bending every energy to secure capital for the construction of the road. In the summer of 1873, Scott went to Europe on this mission. It was reported, from what was regarded as reliable sources, that he had interested English capital in the enterprise and every one in North Texas was rejoicing in his success. It was stated that so confident was Colonel Scott that he provided a dinner at which all who were in London, interested in the enterprise, participated in celebrating his success. While the dinner was in progress a cablegram was received announcing the suspension of the financial house of Jay Cooke & Co. This firm was the financial house of the general government at that time. It was they who had carried on the negotiations for the United States during the war and who had handled and marketed the bonds issued to support the armies of the United States in that great contest. This had given it the widest reputation throughout the world, and its failure wrought havoc in financial circles everywhere. Very naturally it put an end to Scott's negotiations, and he returned to this country very much dejected but not at all dismayed or discouraged.

It was a dark day for Fort Worth. The news fell upon this city

like a thunder bolt from a clear sky. From the highest point of expectancy the people descended into the lowest depths of despondency.

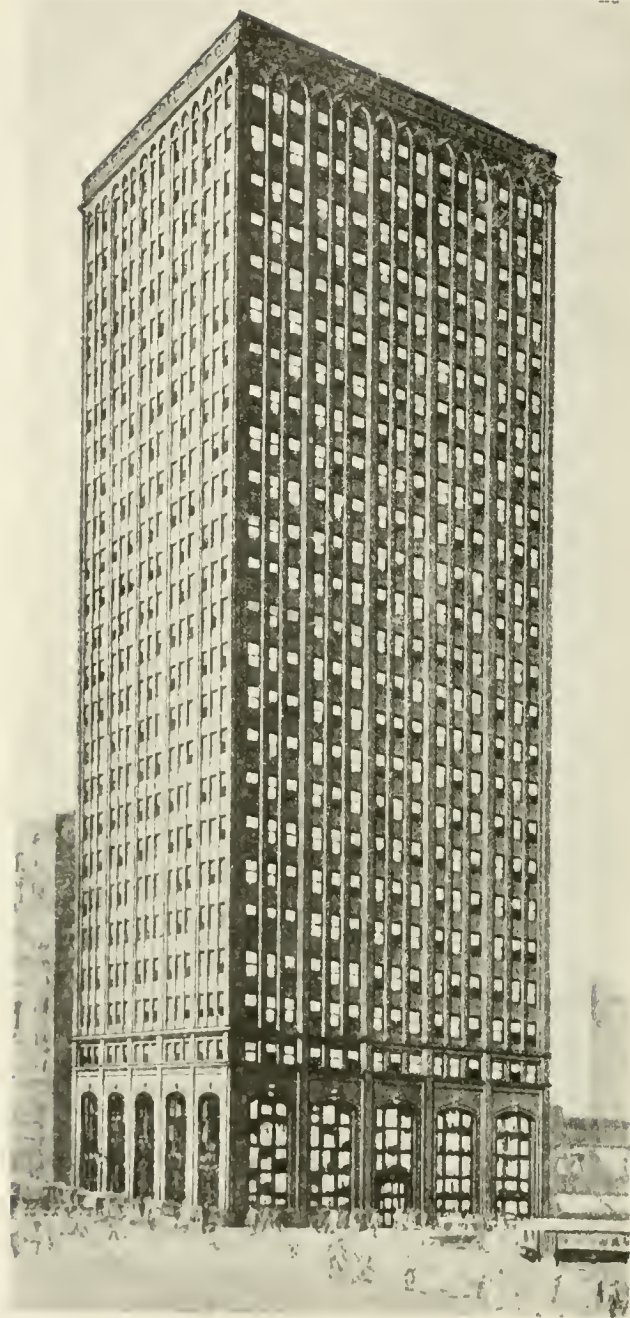
When the work of the road had reached a point west of its eastern terminal, this side of Marshall, Fort Worth commenced to grow. People came to the city from all points, but more numerous from Kansas and Missouri. But they came from everywhere and bought property, built houses and engaged in business. From the fall of 1872 to that of 1873 Fort Worth grew from a little hamlet of a few hundred into a bustling city of three or four thousand. Rents were fabulous and business in all lines was active. Fortunes were made in real estate, and corner lots would double in value in a night.

But the first day of September, the day of the suspension of Jay Cooke & Co., told another story. Values declined with as much rapidity as they had advanced. People who had invested their money and paid a part in cash and gave their notes for the remainder, who had commenced the erection of houses that they were never to see finished, who had ordered and in many instances received stocks of goods for which there was no market, saw bankruptcy staring them in the face. Professional men from all over the country who had left comfortable homes and good businesses to come here and begin their fortunes anew, faced inevitable ruin. The population dwindled as rapidly as it had grown. Stores and dwellings were vacated by the score. Business was at a standstill and gloom and despondency was everywhere visible. The road to the eastward was filled with people who were leaving the town in as large numbers as a few days previously they had sought it.

Meanwhile the road to which so many looked with expectancy and hope was nearing Dallas. It was completed to about Forney, east of Dallas, and the work was continued until the road reached Eagle Ford, six miles west of Dallas, when it was discontinued and the forces disbanded. Eagle Ford, which had sprung into a town of more than a thousand, was as quickly depopulated, the people for the most part moving back to Dallas. It was the opportunity for that city. Had the panic broken thirty days later, so that it would have been practicable to have completed the road to Fort Worth before suspending operations, Fort Worth would today have been a city of a quarter of a million population.

The decimation of Fort Worth left here about one thousand people. Many of them stayed because they could not well get away. Others remained because their faith in the ultimate growth and pre-eminence of the city was not shaken by this disaster. They went to work with a grim determination to make a city of Fort Worth, and how well they performed the task many still living well remember. Their names are household words with the older citizens and will never be forgotten. They are inscribed on the tablets of their memories never to be effaced.

A great number of those who left Fort Worth at that time went to Dallas. Some of them have become prominent factors in the development of the city. There was little or no business left to Fort Worth, except the spring cattle drive. That brought business to a few. The town was dead as far as business and development went. The grass literally grew in the street. This was not a metaphor to indicate stagnation, but a doleful fact. There were more empty stores and vacant



F. & M. BANK, FORT WORTH

dwelling than those that were occupied. The people busied themselves principally with an effort to devise ways and means to secure a railroad and with politics in which they took an interest that was keen and constant. Town meetings were almost of weekly occurrence, and a sufficient number of resolutions were adopted and committees appointed to have built the embankments for a road to Dallas if they could have been utilized for that purpose. The faith of the people never wavered for a moment. It was with them constantly and under all circumstances. They never failed to sing the praises of the city and to predict its glorious future. Volumes were written and distributed telling of the glorious future that waited upon those who believed and remained with the city.

THE PANTHER CITY

At this place it may be well to answer the inquiry so often propounded "why is Fort Worth called 'Pantherville' or 'Panther City'?"

Among those who left the place when the cyclone hit it was a young lawyer who had come hither from Georgia, one Robert E. Cowart. He went to Dallas, where he still lives, and is one of the promoters of the scheme to get deep water in the Trinity at that place. Cowart was, and is, a bright man. He has a keen sense of the ridiculous and verbiage that can make an Indian's hair curl. He lived long enough in Fort Worth to become acquainted with the peculiarities of its people. It was he who furnished the story that gave Fort Worth the name of the "Panther City." Knowing the conditions that prevailed here, he wrote a communication for the Dallas Herald, then the leading paper of North Texas, telling of the discovering of a panther in the streets of Fort Worth, and the action taken by the people.

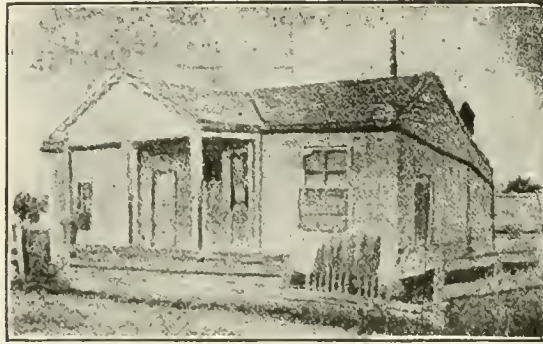
No attempt was made to deny or explain the charge. It was accepted as a fact. The town was by common consent christened "Pantherville." Every one named every thing "Panther." There were "panther" stores, "panther" meat markets, "panther" saloons. The "Democrat," a weekly paper being printed here, secured a cut of a panther couchant, which it displayed at the head of the paper. A fire company organized at about that time named the engine the "Panther." Two panther cubs were advertised for and secured by the local paper and they were housed in a handsome cage at the firehall. When, a little later, Dallas gave a big celebration or demonstration of some kind the wagon with the panthers were taken over there, drawn by four white horses and escorted by forty good and patriotic citizens of the town clad in white uniforms. It was easily the most attractive part of the procession on that occasion. Fort Worth is still known as "Pantherville," or the "Panther City."

CHAPTER XLVI

FORT WORTH BECOMES A CITY

It has been stated that having nothing better to do—and there are few better things to do—the people took an active interest in politics. The first political movement of importance occurring about that time was the incorporation of the city. The Thirteenth Legislature, in which Major K. M. VanZandt represented this county, passed an act authorizing the incorporation, and the people were active in the preparation of a charter. Meetings were held almost nightly in the court house for this purpose. The most active participants were John Y. Hogsett and Frank W. Ball, who represented the conflicting opinion.

The charter was effective March 1, 1873, and the first city election was held on the third day of April, following. The opposing candidates



BANKING HOUSE, LOYD, MARKLEE & Co., 1873-1877

for mayor were Dr. W. P. Burts and P. M. Thurmond. The election was spirited and exciting. Most of the more recent citizens were for Thurmond, who was himself a "new comer," as they were designated. When the votes were counted Dr. Burts was elected by a majority of 68 votes. The total vote being 366. The other officials were: Ed. Terrell, marshal; N. M. Mahen, assessor and collector; Jno. S. Loving, treasurer; F. W. Ball, city attorney, and J. F. Swayne, city secretary. The board of aldermen were: M. B. Loyd, M. D. McCall, A. Blakeney, W. J. Boaz and A. G. Rintleman. There were twenty candidates for alderman, all of whom have answered the last roll-call and passed over the river.

When the panic of 1873 fell upon the country the city government suspended business as far as practicable. The city officials agreed to draw no salaries and depended on the fees of the Mayor's Court for whatever compensation they received. All ordinances were suspended except those pertaining to the preservation of the peace. The city election was held at the proper time, when Dr. Burts was re-elected. The fol-

lowing comprised the official roster. T. M. Ewing, city marshal; John S. Loving, treasurer; Theo. Hitchcock, secretary; G. F. Parnham, collector, and J. L. Chapman, city attorney. The aldermen were: R. H. King, A. B. Fraser, W. H. Overton, W. H. Williams and Joseph H. Kane.

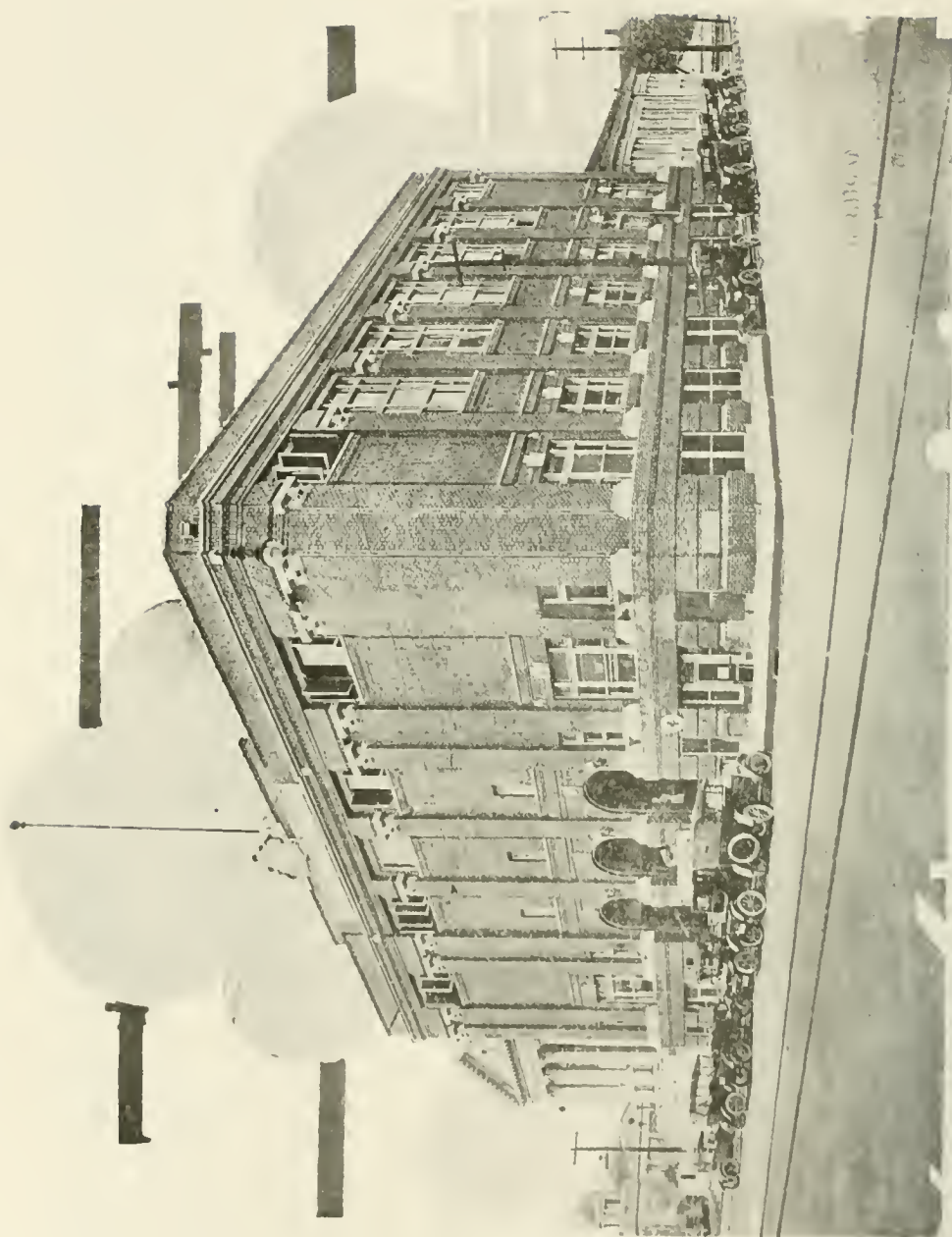
Among the defeated candidates for aldermen were: W. J. Boaz and J. P. Alexander, who stood for re-election and Col. J. P. Smith. Ewing resigned as city marshal the following December and at an election for his successor T. P. Redding, N. M. Maben and H. P. Shiel were the candidates. Redding received forty-seven votes and Maben and Shiel sixty-eight votes each. Another election was ordered and Redding withdrew and Columbus Fitzgerald, who had been the deputy of Ewing, entered the race and went off with the goods.

At the succeeding election Capt. G. H. Day and J. F. Cooper were the rival candidates for mayor. Day received 206 votes and Cooper 136. J. C. Scott was elected city attorney; C. McDougall, city secretary; H. P. Shiel, city marshal; G. F. Parmer, assessor and collector; J. S. Loving, treasurer. The board of aldermen were W. T. Maddox, P. J. Bowdry, D. R. Cawford, Isaac Dahlman and J. J. Jarvis.

Much interest was manifested in this election because of the alleged profligacy of the former administration. The city debt had been run up to the mammoth sum of \$4,952.91, and something had to be done or the city would be financially ruined. There was also a delinquent tax list of \$19.85, showing a gross lack of attention to city affairs by those in authority.

The next city election was probably the most exciting political contest ever pulled off in this city. Captain Day, who had been twice mayor, was not in favor with a large number of people and a herculean effort was made to defeat him. The aspirations of several good men was a serious handicap to their efforts. The contest finally settled down to Day, Larry Steele and John D. Templeton. When the ballots were counted it was found that Day and Templeton were tied and Steele three votes behind them. A second election was ordered and Steele was prevailed upon to withdraw. The result was another tie and a third election was ordered. Interested parties began to scan the poll lists to ascertain if any fraudulent or illegal votes had been cast, when the discovery was made that B. B. Paddock, who then lived where he now does, at the corner of Jennings Avenue and Terrell Avenue, and Hugh W. Davis, who lived across the street, both of whom were outside of the city limits, had voted in each election. Both were and had been active in city affairs and it had not occurred to them that they were not citizens of the city and allowed to participate in the election, and Day was elected by three votes. Paddock and Davis had to behave themselves for a season and were threatened with prosecution for illegal voting every time they became too active in matters that did not concern them.

At the succeeding election Day was beaten by Col. R. E. Beckham, who held the place for two terms, when he declined to again be a candidate. Col. John Peter Smith was chosen as his successor. This is enough on this subject, although there were other and interesting contests in the late '80s and early '90s.



CHAMBER OF COMMERCE BUILDING, FORT WORTH

RAILROADS

A volume might be written upon the struggles that Fort Worth went through in securing the railroads that have contributed so much to its growth and success. Mention has already been made of the failure of the Texas & Pacific to reach Fort Worth on schedule time. A land grant had been given the road by the state conditioned on its being completed to Fort Worth by the first day of January, 1874. Generous and public spirited citizens of the city, Maj. K. M. Van Zandt, E. B. Daggett, Thos. J. Jennings and H. G. Hendricks, had donated 320 acres of land lying along the south side of the city upon the same conditions. As each succeeding legislature met, it extended the time for the construction of the road for a year, and the grant of lands by the above named citizens was renewed. This continued until the Constitutional Convention of 1875, which passed a resolution further extending the time until the adjournment of the first legislature held under the new Constitution.

This session of the legislature convened on the second Tuesday of January, 1876. Tarrant County was represented in that body by the Hon. Nicholas Darnell, who had also been a member of the convention that framed the Constitution. In the meantime the people of this city, despairing of the road being constructed by the company, undertook to build it themselves. They organized "The Tarrant County Construction Company" and subscribed to the capital stock, assuming to make payment in money, labor, material, forage, supplies or anything they had which possessed a marketable value. A contract was entered into with the railway company for the construction of the road from Eagle Ford, its western terminus, to this city. The contract was let to Roche Bros. & Tierney. The work was commenced in the fall of 1875. Maj. K. M. VanZandt was the president of the company, John S. Hirschfield, vice president; Zane-Cetti, secretary, and W. A. Huffman, treasurer.

When the legislature assembled the railway company made application for still another extension, but the opposition to it was very pronounced and had a large following. It soon became evident that a sufficient number of votes could not be secured to obtain the extension. The company had expended large sums of money in surveying and platting the lands in the West, which amounted to sixteen sections per mile. It was too rich a prize to abandon without a struggle. The company took the contract off the hands of the Construction Company and put forth every energy to the construction of the road to this place, with a view to its completion to this city before the Legislature should conclude its labors and adjourn. Gen. John C. Brown, of Tennessee, was the vice president of the company, and he was on the ground day and night, if his services were necessary. Maj. D. W. Washburn, the chief engineer, was equally active, and the contractor, Morgan Jones, is said not to have changed his clothes or gone regularly to bed during that period of unexampled activity. The Legislature had finished its labors early in July and the Senate had passed a concurrent resolution of adjournment and sent it over to the House. The rails of the Texas & Pacific were

many miles East of Fort Worth. An adjournment of the Legislature meant the sacrifice of the magnificent landed domain which it had surveyed and platted. Then commenced the most strenuous parliamentary battle recorded in the history of this or any other state. The friends of the railway company refused to adopt the resolution to adjourn. The vote was so close that the absence of a single friend of the company might mean disaster. Gen. N. H. Darnell, the member from this county, was one of those who voted against adjournment and the General was sick. He was carried into the hall every day on a cot, and voted "no" on the resolution to adjourn *sine die*; and voted "aye" on a motion to adjourn till the following day. This was continued for fifteen days. The rails had reached Sycamore Creek just east of the city. Here was a long bridge and a still longer trestle. The latter has since been filled up. Bridge timbers and ties were converted into a crib upon which the rails were laid. Then the track left the grade and took to the dirt road, which ran nearly parallel to the right of way. Ties were laid on the ground, supported at either end by stones picked up from the right of way, and the rails spiked to them. It was as crooked as the proverbial ram's horn, but it bore up the rails. On the 19th day of July, at 11:23 o'clock a. m., the first train ran into Fort Worth. The train was in charge of Conductor W. R. Bell. Mr. L. S. Thorne, subsequently vice president and general manager, had charge of the head brake. Engineer Kelly, the father of Jack Kelly, who is now the travelling engineer of the Fort Worth & Denver, was at the throttle. The names of the rest of the crew are not obtainable at this writing.

It was a day of great rejoicing in Fort Worth, and the gallant band who had manifested so much patriotism and faith and worked so assiduously for the city came into their reward. A great demonstration was had. Lacking cannon, anvils were obtained from the shop of W. H. Williams—for whom E. H. Kellar worked as an apprentice—Maj. J. J. Jarvis was chief of artillery, with P. J. Bowdry as his able assistant. Business of every kind became active and the city commenced to grow and prosper. Buildings of every kind and character were in great demand, and new ones were constructed as fast as men and money could erect them.

Pending the long wait for the Texas & Pacific, other roads had been chartered and organized. The Fort Worth & Denver City was the first of these. It was organized August 12, 1873. Its personnel came from the active forces of the M. K. & T. and the Texas & Pacific. The first president was J. M. Eddy, of the "Katy." W. W. H. Lawrence was vice president and C. L. Frost, secretary and treasurer. It maintained its organization intact during the period of depression, and was found ready for business when the effects of the panic were dissipated.

The Red River & Rio Grande from Denison to the Gulf was chartered, as was the Fort Worth, Corsicana & Beaumont. The first of these was absorbed by the M. K. & T., and the latter was never given vitality, but later the Fort Worth & New Orleans was organ-

ized and built by Fort Worth people. It was later absorbed by the Southern Pacific System, where the ownership still remains.

The Gulf, Colorado & Santa Fe Railway entered Fort Worth on the second day of December, 1881. In the meantime work had commenced on the Fort Worth & Denver City Railway, which was chartered as early as 1873, and the construction of which was delayed by the same panic that had wrought such havoc to the fortunes of the Texas & Pacific. The grading was commenced on this road in November, 1881, at or near the present station of Hodge. The first rail was laid the following February and the work was prosecuted with vigor until the road reached the state line at Texline, where it met the Denver & New Orleans, which had been constructed from the City of Denver.

The M. K. & T. came into Fort Worth over the rails of the Trans-Continental Division of the Texas & Pacific in the early part of 1880. It continues to use the same line, there being a joint ownership thereof.

On November 23, 1886, work was commenced on the Fort Worth & Rio Grande, a company organized and promoted by the writer.

In 1887-88 the "Cotton Belt" made its advent into this city, and in the '90s came the Rock Island, the Frisco and the I. & G. N. The Trinity & Brazos Valley followed soon after, using the Santa Fe rails between this city and Cleburne and later the Rock Island between this place and Dallas.

During the last decade railway construction in Texas has been practically suspended. A few short lines have been built from the main trunk lines to adjacent territory, more for the purpose of controlling traffic than for the development of the country.

Since the discovery of oil in North Central Texas several lines have been constructed for the purpose of serving this industry. Among these are: The Wichita Falls Ranger & Fort Worth Railroad, from Wichita Falls through Breckenridge to Dublin, where it connects with the Frisco System, thereby giving an entrance into Fort Worth. The Cisco & Northeastern Railroad, from Cisco to Breckenridge, a distance of twenty-eight miles, serves the new territory in Stephens County. The Ringling Eastland & Gulf Railroad, from Mangum to the Texas Central Railroad, through Eastland to Breckenridge. The Santa Fe constructed a branch line from Shattuck, Oklahoma, to Spearman, Texas.

There is now under construction a line from Newcastle, Young County, through Graham to Breckenridge, a distance of forty miles. This, too, is constructed for the purpose of serving oil interests.

These constitute the only new lines of railway constructed in Texas during the last ten years.

For four years, 1876-80, the town was typical of Western life: rushing business, noisy, boisterous existence, in which the cowboy and his twin companion, the six-shooter, figured conspicuously. Cattlemen—those pioneers of Western life—made the town their headquarters and drew their supplies therefrom, and a few of the wiser

men, with prophetic eye, saw a great future for the place and commenced to work to that end.

Progress and development have been so swift in obliterating the primitive order of things and introducing all the accompaniments of modern life that even old-time citizens have almost forgotten the "wild and woolly" aspects of existence in Fort Worth during the latter '70s. The railroad brought its evils as well as its benefits. For several years Fort Worth was the clearing house between the legally constituted society of the East and the free and untrammelled life of the West. Here the currents of humanity met, and in the swirling vortex that ensued could be found every class of mankind. Fort Worth was never in the same class with the Kansas towns of Abilene and Dodge City; the substantial and better class of citizens was always in the ascendant here, and license was never allowed beyond the limits of control. But all descriptions agree that "hell's half acre" formed an exceedingly lively, even if restricted, portion of the city. Shootings and bawdy house riots are chronicled with daily regularity in the columns of the local papers of 1870-80. The citizens worked under a high pressure of mental and physical excitement and energy and action in producing the net result of progress, at the same time produced that share of evil which inhuman affairs can never be entirely dissociated from the good.

CHAPTER XLVII

EDUCATIONAL FACILITIES

Fort Worth aspires and bids fair to become the Athens of the Southwest.

The Texas Christian University, the Baptist Theological Seminary, Our Lady of Victory Academy (Catholic), and the Texas Woman's College, the latter fostered by the Methodist Church, are flourishing, successful institutions representing an investment of several million dollars, having large and commodious buildings with modern equipment in every essential detail and which is being augmented from



BUILDING AND GROUNDS, TEXAS CHRISTIAN UNIVERSITY

year to year as the requirements demand. The enrollment for the current year is 2,137. An able corps of teachers in every branch are provided, and their growth and development has been phenomenal.

PUBLIC SCHOOLS

The present school system is indebted for its inception and success largely to the work of Gen. K. M. VanZandt and Dr. C. M. Peak, who as early as 1866 inaugurated and secured the first school in the city and who have always been enthusiastic workers in the cause of education. In 1866, together with W. H. Milwee and Milt Robinson, they secured from the Masonic lodge the use of the first floor of the Masonic building. These four men contributed the money to purchase a load of flour and sent it to East Texas and traded it for lumber with which to equip the room for school purposes. They secured the services of Capt. John Hanna, a stranded Confederate soldier, to teach the school. They followed this with the establishment of a Union



HIGH SCHOOL, FORT WORTH

Sunday School. This was the first step to bring about the co-operation of the citizens of Fort Worth in matters of civic welfare, which has endured to this day.

Fort Worth had no free public school system until 1882. In the early days private schools furnished the greater part of the educational advantages to the young. Professor Hanna's Fort Worth High School was one of the noted institutions of the sixties. In the latter seventies among the important schools should be mentioned: The Weaver Male High School, in the northwestern part of the city, of collegiate grade. The Arnold-Walden Institute, for young ladies, also having a primary department, was at the west end of Fourth Street. Mrs. Scribner's School, for young ladies, was also on Fourth Street. Miss Alford's School, Second and Taylor, was a girls' school of first grade. Mrs. Burchill's School contained primary, intermediate and grammar grades.

In February, 1877, by order of the city council, an election was held to determine whether the city should assume exclusive control of the public schools within its limits. Ninety per cent of the tax-paying votes were cast for this proposition, and thereby the city became a separate school community, receiving from the collector of taxes its proportion of the school fund, having power to construct schools and to levy an additional tax of 1 per cent, provided a special election showed two-thirds of the taxpayers in favor of the levy. In July of this year, the levy was voted by the necessary number of taxpayers, but an adverse ruling of the attorney-general prevented for some time the diversion of the public funds to this purpose, and for this and other causes the public school system of Fort Worth was not inaugurated until 1882.

In February, 1882, the council was again appealed to. This time to have a special census taken to ascertain if the requisite number of people lived in Fort Worth to authorize an independent district. The council objected to this on account of funds. The writer of these lines agreed to do the work of supervision and Colonel Smith and Major VanZandt furnished the money to pay the enumerators. The work was done efficiently for the sum of \$300.00, and there were found in Fort Worth 11,136 people. A. E. Want was one of the enumerators who took this census. An election was then ordered to levy a special tax to supplement the school fund. Doctor Peak was on the streets, in season and out of season, urging the tax, and it was approved by a very handsome majority. There were only thirty-five votes cast against the proposition, but from the noise made by the opponents many more were anticipated.

The first school trustees were J. J. Jarvis, John Hanna and W. H. Baldrige. The school opened in October with about 650 pupils.

An advertisement was inserted in the local papers and those in Saint Louis for a superintendent. There were thirty two applications filed, and some of the applicants came in person to interview the trustees. After much deliberation and discussion, Professor Alexander Hogg, of Marshall, was elected at a salary of \$1,200 per annum. He

entered upon his duties at the fall opening of the schools. The following teachers were selected:

Principals: Mrs. Clara Walden, Miss Sue Huffman and Thos. Lacey.

First Grade: Miss Jennie Oliver, Emma Hildebrand, Pinka Jones, Ida Rich and Mrs. M. L. Pearcey.

Second Grade: Miss Bessie Foute, Jennie Howard, R. Maddar, Eva Haywood, Clara Burnham, Maud P. Johnson, Lula Dial and J. N. Lacey.

There was in the Available School Fund \$3,906 and the board announced that with the special tax levy a school could be conducted ten months in the year.

From this modest and unpretentious beginning has evolved one of the best and most successful school systems of any city of the size of Fort Worth in the country.

At this time there are in the city and belonging to the city, twenty-nine school buildings, twenty-one for white and eight for the colored pupils. These are all commodious, substantial and pretentious buildings, thoroughly equipped with the most modern and approved facilities for the education of the youth of the City.

The value of this property, including equipment, is \$2,252,914.14. The High School Buildings, of which there are three, are the pride of the City and the admiration of every one who sees them. For the current year four hundred and eighty-nine teachers are employed, four hundred and thirty-seven for the white pupils and fifty-two for the colored.

The enrollment of pupils for the year approximates 18,000, and the expense for the year will be \$890,000, of which \$180,000 will be for the interest and sinking fund for the several issues of bonds for the establishment of the schools. It is asserted, without fear of successful contradiction, that no city in the country of like population can make a more satisfactory exhibit of its activities in the line of education.

COLLEGES AND SEMINARIES

In addition to its unexcelled facilities for instruction provided by the public schools, there are several colleges and seminaries that would be a credit to a much larger city.

The first in date of organization and construction is the

TEXAS WOMAN'S COLLEGE

This college is the successor to Polytechnic College, which was founded December 16, 1890, by the people of Fort Worth, who contributed forty acres of ground and a cash donation. The first president of the Board of Trustees was Bishop Jos. S. Key. He resigned in 1906 and was succeeded by Rev. O. F. Sensabaugh.

The first president of the school was Rev. J. Watkinson, who continued to serve till 1894, when he was succeeded by Rev. M. F. Lloyd, who, after serving for six years, resigned, and Rev. R. H. McSwain served as acting president until October, 1900. G. J. Nunn succeeded Lloyd, and in April, 1902, H. A. Boaz became the president and con-

tinued until the college was converted into a Woman's College in 1915. It is now owned and directed by the five Conferences in Texas of the M. E. Church South.

The Texas Woman's College is located about four miles east of the business section of Fort Worth in the thriving suburban city of Polytechnic and upon a beautiful eminence that overlooks Fort Worth and the surrounding country. The college has connection with the city by an efficient three-minute car service; by a splendidly paved street leading directly to the city and by an excellent road leading to the Fort Worth-Dallas pike. This gives easy access to churches,



MAIN BUILDING, TEXAS WOMAN'S COLLEGE

business and other industries of a great city and at the same time retains the advantages of the open country.

As a woman's school, the college is an outgrowth of old Polytechnic College and has been running in its present capacity for six years. The attendance of students of college grade has rapidly increased from 101 in 1915 to more than 300 during the present year, and the total attendance in all departments with no names repeated has increased from 317 in 1915 to more than 500 during this session. Only two degrees were conferred in 1915, but the number has increased year by year until this year it has reached thirty-two. In fact, the most rapid growth of the school has been in the junior and senior classes, which speaks well for the academic standing of the institution.

From the beginning the Texas Woman's College has had the highest rating given the senior colleges by the classification committees of the State Teachers' Association and the State Department of Education. Her students are admitted to post-graduate work in all the great universities in the United States.

The campus contains forty acres of land, upon which are found four large dormitories, a main administration building, a conservatory building, a high school building and a gymnasium. Two modern church buildings are just off the campus. The property of the college is estimated to be worth \$800,000.00, and with subscriptions, now being paid by the Methodists of Texas and the business men of Fort Worth, the school will soon have gathered an endowment of about \$300,000.00 and at the same time will be out of debt. The income and expenditures reach about \$200,000.00 annually.

Many families in Texas, Oklahoma and New Mexico are attracted to the city by the daughters in college.

TEXAS CHRISTIAN UNIVERSITY

Texas Christian University is a child of a lofty purpose and heroic endeavor of two early educators in Texas: Addison Clark and Randolph Clark.

In the autumn of 1873 in the village of Thorpe Springs, Texas, Randolph Clark leased a three-story stone structure and opened the first session of what became Add-Ran College. A Charter was obtained under the general laws of Texas and became effective April 11, 1874.

In 1895 it was determined to move the university from Thorpe Springs to a more advantageous location. On Christmas, 1895, the university was moved to Waco.

The name Texas Christian University was adopted in 1902 to suit the enlarged purpose and work of the school, while the name Add-Ran, with its multitude of historic associations, was retained as the designation of the College of Arts and Sciences, the central college of the university.

On the evening of March 22, 1910, the main building of the university burned, depriving the school of class rooms, library, museum, chapel and much valuable furniture, besides the rooms of the young men, which occupied the third and fourth floors. The loss was estimated at about \$175,000.00 and the insurance was only enough to pay indebtedness. After the disastrous fire, the university accepted the invitation and the gift of \$200,000.00 and a campus of fifty-six acres from the citizens of Fort Worth and began to erect new buildings in the fall of that year. Today the campus is adorned by six great buildings of brick and concrete of symmetrical architecture, and the campus has been beautified by walks, shrubbery, flowers and athletic courts.

In addition to a property now valued at \$1,500,000.00, the university has accumulated an endowment of \$300,000.00, is receiving \$10,000.00 a year from the general Board of Education and has enrolled over 700 students and a faculty of fifty members, who are the products of the greatest American universities. The institution, as organized

at present, can minister to at least 1,000 students. The institution is offering recognized college work in at least fifteen departments.

As the standards for colleges have been more definitely determined and have risen, T. C. U. has faithfully tried not only to maintain them but also to lend its influence in forming better standards. The committees from the Department of Education of the American Medical Association inspected the school in 1916 and approved it for pre-medic work. Formerly, it was insufficient to meet the known standard of Texas' group, but recently it has become advantageous to find connection with organizations representing larger sections in the nation. T. C. U. already holds membership in the following associations: Association of Texas Colleges, American Association of Colleges, Board of Education of the Disciples of Christ, Southern Association of Teacher Training Colleges.

The institution has recently completed a \$175,000.00 gymnasium, which is reckoned to be one of the most complete buildings of its kind in the entire South and Southwest.

SOUTHWESTERN BAPTIST THEOLOGICAL SEMINARY

Southwestern Baptist Theological Seminary, as its name implies, is under the auspices of the Baptist Church. Its field of endeavor is to educate men for the ministry.

It has a capital of \$1,600,000.00 and an endowment fund of \$375,000. It owns about 400 acres of land, a donation from the public-spirited people of Fort Worth, who have also contributed large sums for the erection of buildings and the installation of equipment.

It has three large seminary buildings and twenty-eight cottages for students, erected at a cost of \$845,000.00.

The faculty comprises thirty-eight teachers and there are 580 students in attendance.

COLLEGES AND SEMINARIES

The Catholics have two colleges and seminaries and three parochial schools.

The first of these in the order of establishment is the Saint Ignatius Academy, situated in the heart of the city, established in 1885. It is a girl's school, with accommodation for 400 pupils, including boarders and day pupils. Fourteen Sisters are in charge. It is valued at \$300,000.00.

OUR LADY OF VICTORY COLLEGE

This college is located on South Hemphill and is under the management and direction of the Sisters of St. Mary. It was established in 1910. Is affiliated with the Texas University and the Catholic University of Washington, D. C. It has a large campus occupying an elevated plateau. It can accommodate 125 boarders and 200 day pupils. There are twenty Sisters in the faculty. Its valuation is \$300,000.00.

The parochial schools are:

The Holy Name, at New York and Terrell Avenues, established in 1910, with accommodation for 100 pupils and a valuation of \$25,000.00.

The Sisters of the Incarnate Word, located, 2006 North Houston Street. Valuation, \$25,000.00.

All Saints' Academy, on Rosen Heights, established in 1905. It has accommodation for forty boarding and fifty day pupils. Valuation, \$25,000.00.

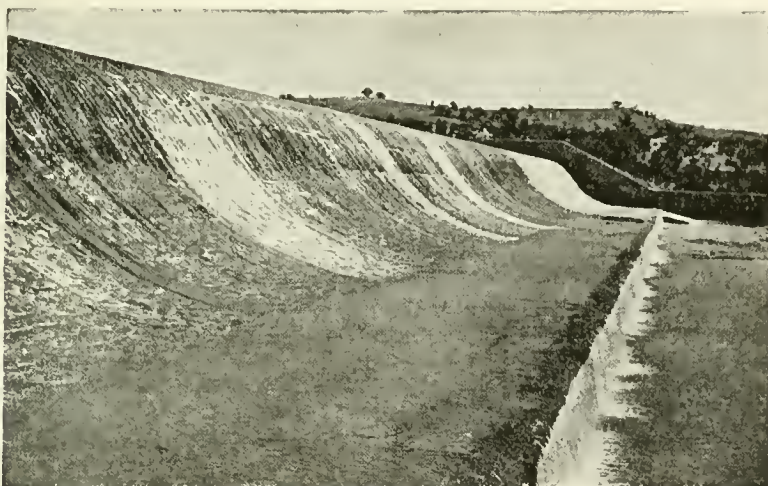
THE LANERI COLLEGE

This is a non-sectarian school, erected by John B. Laneri as a memorial to his deceased wife. It is located on Hemphill Street, in the residential section of the city. It has fine grounds, and an imposing structure with an auditorium with a seating capacity of 1,200. It has twelve class rooms and can accommodate 500 pupils. It is a boys' school and is open to all. Boys desiring an education will be received and taught without compensation if unable to pay tuition. The building and equipment represent an expenditure of around \$100,000.00. It was dedicated October 30th, 1921.

CHAPTER XLVIII PUBLIC SERVICE ORGANIZATIONS

WATER SUPPLY

In the early days water for domestic purposes was supplied from shallow wells and delivered by wagons from cold springs on the Birdville Road and the Clear Fork of the Trinity River, and kept in barrels, a very primitive and unsatisfactory method. There was no water for protection from fire or for sprinkling streets. The necessity for fire protection was imperative, as the city was composed almost exclusively of wooden buildings. Cisterns were sunk in the middle of the streets and kept filled with rainwater when it rained.



LAKE WORTH DAM, FORT WORTH

In May, 1878, Mr. J. J. Peters made the announcement that artesian water could be had in abundance under the city. He sunk a well in the southwestern part of the city, near the corner of Florence and Sixth Streets. His prediction was verified by an abundant flow of pure, soft water. He proceeded at once to sink a second well, on Peach^e Street, near Hampton, on the property of John Nichols. This solved the question of a water supply for domestic purposes. Over 200 wells were sunk in the city, and at one time it was thought that sufficient artesian water could be had for all purposes; and in 1892 and for several years thereafter the city endeavored to develop the artesian system and spent many hundreds of thousands of dollars in a fruitless and unavailing effort to furnish artesian water for all purposes.

Numerous propositions were submitted to the city from time to time to install a water works system, which varied in cost from \$24,000

to \$50,000, and provided for from three-quarters of a mile to one mile of pipe line.

In May, 1882, Capt. B. B. Paddock organized a company, of which M. B. Loyd, Zane-Cetti, John D. Templeton and W. P. Wilson were incorporators. He secured a franchise from the city and made a contract with the Holly Water Works Company of Lockport, New York, for the construction of a waterworks plant with six miles of pipe line and pumps with a capacity of 4,000,000 gallons per day. He transferred the franchise to Morgan Jones, E. P. Cowan and Henry McLaughlin, who constructed the works, which they afterwards sold to the city.

In the fall of 1891 the city entered into a contract with McArthur Brothers of Chicago to construct an extension of the system, at a cost of \$687,500, and with a pumping capacity of 8,000,000 gallons per day. In April, 1892, Captain Paddock became mayor of the city and was charged with the duty of carrying out this contract and perfecting a system which he had inaugurated ten years previously. By 1910 it became evident that the artesian system was unreliable and inadequate, and surveys and investigations were made during the administration of Mayor W. D. Harris and the first City Commission, which later resulted in the construction of a dam and impounding the waters of the West Fork of the Trinity River—Lake Worth is the result and Fort Worth can now confidently boast of being the possessor of the finest artificial lake in the country capable of supplying a city of a quarter of a million people.

STAGE LINES

Prior to 1880, all the passenger business and transportation of the mails for the entire country west of Fort Worth was conducted by stage lines, which radiated from this city in all directions, as the railroads do now.

The first line of importance, and one that attracted the attention of the entire country, was the Fort Worth & Yuma Stage Line. This was what was known in postoffice parlance as "Star Route" service. In 1877 a contract was let by the Postoffice Department for a daily mail line from Fort Worth to Fort Yuma, Arizona, a distance of 1,560 miles, being the longest daily stage line in the world.

Fort Worth shouted itself hoarse when the announcement was made and a banquet was given Mr. J. T. Chidester, the manager of the line. Robert McCart, who had but recently come to the city from Bloomington, Illinois, was the principal speaker on this occasion, and any one who heard him must have been impressed with the fact that this was the greatest commercial enterprise in all history, up to that time. The stages were to run through to Fort Yuma in seventeen days. But this was found to be too long. The coyotes, jackrabbits and horned frogs that were the principal inhabitants of the country beyond the Conchos could not afford to wait that long for their mail, and the Second Assistant Postmaster-General, at the earnest solicitation of the inhabitants, and the contractors, agreed to increase the compensation 100 per cent if the trip could be made in thirteen days, which was

easily accomplished. This contract was one of the matters of congressional investigation of the "Star Route Steal" during the administration of President Grant. Deputy United States Marshals scoured the country for Chidester to summon him as a witness, but were never successful in finding him. The mail left Fort Worth in a Concord coach drawn by six horses and ran to Thorp Spring in Hood County, where it was transferred to a surrey with two horses. These went as far as Brownwood, where a buckboard and two bronchos took it the remainder of the way, if they were not interrupted by Indians and outlaws, which at that time infested the country.



STAGE COACH

This stage line continued in operation until the extension of the Texas & Pacific Railway west of Fort Worth, when it was discontinued.

STREET RAILWAYS

On September 6, 1876, a franchise was granted to a company composed of J. P. Smith, K. M. VanZandt, W. A. Huffman, Morgan Jones and George Noble for a street railway from the court house to the Texas & Pacific Depot. The contract for its construction was let to Morgan Jones and the work commenced on November 17th. The first car ran over the line on Christmas Day, and Mr. Walter A. Huffman officiated as conductor. The cars were about the size of an ordinary street omnibus and were propelled by one mule something larger than a West Texas jackrabbit. That the business was not very profitable is gathered from the report of the first year's business, which shows that the gross receipts were \$22 per day, showing the transportation of 440 persons each day.

In 1882 there was a spurt in street railway construction that is probably without a parallel. Everyone that had any money, and some who had none, undertook to build a street railway. The two most important lines were the Queen City Street Railway and the Rosedale

Street Railway, with the road to Mistletoe Heights as a good third. The latter was constructed from Jennings Avenue out Thirteenth Street to Ballinger, thence south across the railway to Terrell Avenue, or in that neighborhood, and thence west under the Fort Worth & Rio Grande to the Heights. These were where Westmoreland Place is now located. Then there was the Polytechnic Heights Street Railway and another across the river and way out towards Decatur somewhere. The present traction company runs over these two latter, and it owns all that was found of value of the Rosedale and Queen City lines. Then, there was the "nine-mile belt" that ran all around over the South Side, crossed the Katy and Santa Fe tracks on Magnolia Avenue and wandered around through the Seventh Ward somewhere. This was promoted and operated by J. T. Voss.

In 1900, all of the street railways in the city worth having were acquired by the Northern Texas Traction Company, which is owned by the Stone-Webster Company of Boston. It now owns and operates about eighty-five miles of street railway, and the interurban electric railways to Dallas and Cleburne, embracing sixty-three miles. The construction and equipment is of the modern and substantial character and is said to be the most profitable electric railway in the country.

Fort Worth has the distinction of being the first city in the United States to be electrically equipped throughout.

FIRE DEPARTMENT

The first attempt to organize a fire company in the city occurred in April, 1873. A meeting for that purpose was called at the court house by the Democrat. When the night arrived it brought with it a "blue norther." There was not sufficient interest in the matter to justify the people in facing the storm, and the only person present was the editor of the paper.

A second attempt, made about a month later, was more successful. A goodly number answered the call, and a company was organized, with Capt. S. P. Greene as president, B. B. Paddock, secretary, and William T. Field as foreman. There were about sixty members, mostly clerks and mechanics, on the roll, and they made up a purse and ordered a hook and ladder truck with all the necessary accoutrements. A series of entertainments were given to raise the funds, at one of which a vote was taken at so much per vote for the most popular young lady in the city, who should have the privilege of naming the company. The leading contestants were Miss Sallie Johnson, daughter of Col. M. T. Johnson, and Miss Anna T. Harper, a sister of Mrs. B. B. Paddock. Miss Johnson was the successful candidate and the company was named in honor of her father, the M. T. Johnson Hook and Ladder Company. It remained as No. 1 until 1893, when the paid fire department was organized, when it passed off the stage. There was never a more enthusiastic and successful band of firefighters.

On October 17, 1876, when city airs were assumed, an engine company was organized, of which Capt. M. B. Loyd was president. He was also the first president of the Fort Worth Fire Department, which was organized after the second company came into existence, and was

the accredited delegate to the meeting of the State Fire Department. Other companies followed as the necessity arose, and Fort Worth long enjoyed the reputation of having the finest department in the state. When the city took over the management of the fire department and



W. T. WAGGONER BUILDING, FORT WORTH

put the men on the pay roll, the volunteers were given preference over all applicants and some of them are in service at this writing. When it became a paid fire department Mr. N. H. Lassiter was the president, and the last meeting was a most affecting occasion. Many of the old "fire-fighters" were opposed to disbanding the volunteer service, and laid down the responsibility with great reluctance.

Fort Worth now has one of the best, if not the best, fire departments in the Southwest. It is fully provided with motor-driven equipment.

THE TELEPHONE

When the telephone came into existence as a means of transmitting communication, Fort Worth eagerly embraced the novel method of business and social converse.

The first line was constructed by Dr. W. B. Brooks and ran from his residence at the corner of Weatherford and Pecan Streets to his drug store on Second and Houston Streets. Naturally, it was a crude affair. It had no bell or batteries, and consisted only of a can-like apparatus, which was both receiver and transmitter. Attention was attracted by tapping on the cans. The second line ran from the office of the Democrat on Houston Street to a saloon on Main Street, the latter being a prolific source of local news. Instead of tin cans, tam-bourines were utilized for receivers and transmitters. Very soon the Bell Telephone people established an exchange with about forty subscribers, having three employees in the office, two girls and a manager. Subsequently the Pan-American Telephone Company constructed lines and opened an exchange. Fort Worth did not take kindly to a dual system, and the activities of the Pan-American were short-lived.

The Bell system continued to grow and expand. Numerous propositions were made to the city government to grant franchises to an additional and rival company. The city insisted that if a charter was granted, that it should contain a provision that the new company should not sell or lease to or consolidate with the existing company. This had the effect of destroying all desire for a franchise.

About 1900, a franchise was finally granted to the Fort Worth Telephone Company, and for a brief period the city had two telephone companies. But the venture was not successful, and the franchise was surrendered and the enterprise abandoned at considerable financial loss to the promoters.

The Bell Southwestern Telephone Company now possesses a monopoly of the business. It has three exchanges, one in the center of the city, one on the south and one on the north sides of the city.

It now has in commission 21,000 telephones, and a great and growing demand for additional connections, which, on account of its inability to obtain material, it cannot supply. It is making additions to the exchanges and making every effort to keep pace with the growth of the city.

POSTAL MATTERS

The general government recognizing that Fort Worth, by reason of its facilities for distribution, was the logical point for the establishment of headquarters of the eleventh division of the Railway Mail Service, Congress passed an act creating a division composed of the states of Texas, Arkansas, Louisiana and Oklahoma, locating the headquarters in this city, on November 15, 1888. The quarters were unpretentious and there were less than 400 men in the service of the division. The first superintendent was Mr. George W. Hunter, who was succeeded by J. S. Weaver, he by O. L. Teachout, who in turn was succeeded by Mr. S. K. Gaines in November, 1897, and who has held the position up to this date.

There are at this time 1,356 employees in the division, about 250 of whom reside in Fort Worth. The annual salary of these employes is \$580,000.

More than 100 railway trains and interurban cars handle mail into and out of the city daily. The Fort Worth postoffice is wholly inadequate for the volume of business transacted, and a supreme effort is being made to secure more commodious quarters.

The growth of the city is reflected in the postoffice receipts, which have shown a healthy and continuous increase. The receipts for 1910 were \$307,261. There is a consistent increase every year, and in 1919 there were \$947,220, in 1920, \$1,166,688.

The regulation of the postoffice department precludes giving the number and salaries of the employes, but, including the rural deliverers, mail and other employes, the number of employes runs into the hundreds.

It may be of interest to the early settlers of Fort Worth to read the following list of those who have served the city as postmasters from an early date to a time within the memory of those now living:

1st.	Julian Feild.....	1856
2nd.	M. J. Barrison.....	1857
3rd.	H. C. Jerven.....	1857
4th.	— Oldham.....	1859
5th.	Jno. M. Murchison.....	1859
6th.	Geo. Boon.....	1860
7th.	Mrs. Dorcas Williams.....	1866
8th.	C. J. Louckx.....	1867
9th.	H. S. Johnson.....	1868
10th.	J. A. Clark.....	1869
11th.	P. J. Bowdry.....	1873
12th.	A. G. Malloy.....	1874
13th.	J. P. Alexander.....	1875
14th.	Julian Feild	
15th.	Mrs. B. M. Birchill	
16th.	Geo. W. Burroughs	
17th.	Mrs. Ida L. Turner	
18th.	L. M. Barkley	
19th.	Robt. E. Speer	

CHAPTER XLIX

THE COURTS, BENCH AND BAR

In 1872, when the writer came to Fort Worth, the Judicial District of which Tarrant County was a part included the counties of Denton, Parker, Wise and Dallas. Hon. Hardin Hart was District Judge. He was an appointee of Edward J. Davis and was not very popular with the bar or the people. He was about as rough a specimen of the genus *homo* as ever graced the bench. His habits were said not to be very exemplary, and this contributed to his unpopularity. He was accustomed to use the vernacular of the barroom and the poker game in his announcements from the bench. At one time Capt. J. C. Terrell proposed to amend his pleadings and the judge responded, "Now, Joe, you know you cannot raise at this stage of the game. Gause stands pat on his general denial and you will have to call or lay down your hand."

He did not hold in very high regard the rules of the higher courts or their decisions. At one time, James H. Field was arguing a case, when the judge interrupted him and proceeded to render a decision averse to Field's contention. Field, opening a law book, said: "If your Honor pleases, the Supreme Court says—" Field was not permitted to tell the court what the Supreme Court said. Interrupting him, the judge announced: "Well, let the Supreme Court say it agin, if it wants to." It was stated his rulings were usually correct, notwithstanding his manner of delivering them.

At the March term of the District Court in 1873, C. C. Cummings, B. B. Paddock and Mr. Albritton were admitted to the bar. The latter was easily the brightest and best of these, but he could not stand the pressure of the hard times that soon set in, and left the city, going to San Diego, California. Mr. Paddock is the only surviving member of the bar at that time. Major J. J. Jarvis, recently deceased, was a close second, he having come to the city in April and formed a partnership with John Peter Smith.

Owing to the vast amount of business consequent upon the large commercial interests and litigation with the numerous railroads converging in this city, it became necessary to create three district courts for Tarrant County, of which Fort Worth is the county seat. These are presided over at this time by Hon. Bruce Young, Hon. B. N. Terrell and Hon. R. E. L'Roy. There are two County Courts, one with criminal jurisdiction in misdemeanor cases and one with limited civil jurisdiction and probate matters. At this time H. L. Small is judge of the Civil County Court and he also presides in the County Commissioners' Court. Hon. W. P. Walker is judge of the County Criminal Court.

A branch of the Federal Court of the Northern District of Texas is located here, Hon. E. R. Meak and Hon. J. C. Wilson being the presiding judges. A branch of the United States Court of Civil Appeals also holds regular sessions here.

The Fort Worth bar is conceded to be of as great, if not greater, ability than that of any other city in the state. Some of its members have graced the benches of the higher courts, of the Railway Commission, and have been employed by the general government in the management of important litigation relative to the commercial and transportation business of this section.

CHAPTER L
INSTITUTIONS AND ORGANIZATIONS
BANKS

The first bank in Fort Worth was the banking house of Tidball & Wilson. Tidball came to the city early in January, 1873, from Saint Charles, Missouri. Associated with him was John F. Wilson, of Virginia. Wilson furnished the money and Tidball the experience. George B. Hendricks was the sole employe of the bank. Tidball and he constituted the entire force.

In August, 1870, Major K. M. VanZandt, John Peter Smith and J. J. Jarvis bought the interest of Wilson and put in some more money, and the firm became Tidball, VanZandt & Co., until it was finally merged into the Fort Worth National Bank. The second bank was that of Loyd, Marklee & Co., consisting of M. B. Loyd, Jer. Marklee and John Nichols, the latter two being new citizens of the city, coming from California. This continued but a few months, when Loyd sold his interest to W. J. Boaz, and the bank became Boaz, Marklee & Co., which was in turn succeeded by the City National Bank, which continued in business until the panic of 1893, when it was discontinued.

In the summer of 1873 the bank of G. Van Winkle & Co. was opened. It was composed of G. Van Winkle and A. P. Wroten. It was short-lived. The panic of 1873 closed its doors.

After disposing of his interest in the bank of Loyd, Marklee & Co., Captain Loyd proceeded to the organization of the First National Bank, of which he became president, and so continued until his death in April, 1912. D. C. Bennet was the first vice-president and C. H. Higbee, cashier. Of the directors, Zane-Cetti and S. B. Burnett remain at this writing.

The situation remained unchanged until the year 1882, when H. C. Edrington came to Fort Worth from Bryan and established the Traders National Bank, of which he was president and W. J. Boaz vice-president and George H. Mulkey cashier. In October, 1876, John E. Barlow and Nelson McCrary opened a private bank and continued in business until the extension of the Texas & Pacific Railway to the west, when they followed it to Abilene, where the bank was discontinued and the proprietors engaged in other lines of business.

In 1889 Mr. John Hoxie, who came hither from Chicago, organized the Farmers & Mechanics National Bank, with a capital of \$1,000,000. Mr. Hoxie was evidently a poor judge of credit, and loaned money to whosoever he took a fancy, and it was not long before the resources of the bank were exhausted. It was reorganized with J. W. Spencer as president and Ben O. Smith as cashier. Its doubtful assets were charged off and the capital reduced, and the new management proceeded to build it up until it became one of the solid and reliable institutions of the section.

Other banks were organized and established, among them the American National and the Live Stock National banks. The latter was of short duration, but the American continued in business until

about two years, when it was merged with the Farmers & Mechanics National Bank.

At this time there are fourteen banks in the city, five of which are National Banks, with a capital and surplus of \$6,600,000. There are



FIRST NATIONAL BANK, FORT WORTH

eight State Banks, with a capital and surplus of \$9,384,758.58. There is one unincorporated bank, owned and managed by negroes, with a capital of \$100,000. There are three mortgage and loan companies, all doing a thriving and successful business.

LIFE INSURANCE

About the year 1907, the State of Texas enacted a law requiring all insurance companies doing business in Texas to invest a certain per-

centage of the premiums received in Texas securities and deposit them with the State Treasurer. This resulted in the withdrawal of a large number of "Old Line" insurance companies.

Prior to this time, in the year 1906, a number of the enterprising public-spirited citizens of Fort Worth organized the Fort Worth Life Insurance Company, with a capital of \$100,000. The subscribers paid



BURKBURNETT BUILDING, FORT WORTH

in 125 per cent of their subscriptions, thus creating a surplus of \$25,000.

For the year ending December 31, 1920, this company had insurance in force amounting to \$15,480,000, had a reserve of \$1,442,300, a surplus to policy holders of \$244,006, and had paid-up policy holders and beneficiaries since organization of \$712,022.

Its officers, directors and stockholders are among the most prominent and substantial business men of Fort Worth.

Its present officers are: N. H. Lassiter, president; J. W. Spencer, vice-president; Dr. J. W. Irion, vice-president and medical director; P. V. Montgomery, secretary, actuary and general manager; C. W. Nelson, agency director.

FIRE INSURANCE

The Millers' Insurance Company, a mutual institution, was organized in Fort Worth in the year 1900 by Mr. Glen Walker and associates. It has been conservatively managed and has been a pronounced success from its inception.

It has recently erected a handsome and commodious office building for its business home.

Mr. Glen Walker and E. K. Collett are secretary and assistant secretary and manager, respectively.

It has a surplus fund of \$450,000, and is one of the substantial and progressive institutions of the city.

REAL ESTATE PROMOTIONS

ARLINGTON HEIGHTS

The rapid growth of Fort Worth and the surrounding country has made this an attractive field for the real estate promoter.

The first enterprise of this nature of any considerable magnitude was Arlington Heights, which the Chamberlain Investment Co. of Denver started about 1889. This company had had successful ventures in Denver, Seattle, Salt Lake and other Northwestern cities, and selected Fort Worth as another field for their activity.

It purchased between 4,000 and 5,000 acres of land west of the city, constructed a magnificent boulevard and a street railway, built a beautiful hotel, waterworks and all the other conveniences for a suburban addition. The panic of 1893 caused the suspension of their activities and a disastrous failure of the enterprise. The phenomenal growth of this suburb and its present success is evidence that the judgment of Mr. Chamberlain was good, and but for the panic he would have made an immense sum of money.

NORTH FORT WORTH TOWN SITE COMPANY

When the packing houses and stock yards were located here, men who had invested capital in these enterprises organized the North Fort Worth Town Site Company, of which Mr. J. B. Googins was vice-president and F. P. Hopkins manager. It had a capital of \$500,000 and purchased about 1,200 acres of land adjacent to the packing plants, and commenced the erection of houses for their employes and others. The venture was a complete success. One thousand and forty houses were built by the company and sold on easy terms to willing purchasers. The company has been liquidated, having disposed of its holdings.

ROSEN HEIGHTS

About 1904 Sam Rosen, a retail clothing merchant, "an Israelite in whom there is no guile," bought a large tract of land lying northwest

of the packing houses and promoted a suburb known as "Rosen Heights." It was a success from start to finish and is now the most thickly settled section of that part of Fort Worth.

HEMPHILL HEIGHTS

Mr. William Capps, one of the leading attorneys of the Fort Worth bar, astonished his friends and acquaintances by the purchase of the major portion of the Warwick Survey and laying it out in streets and blocks and putting it on the market at from \$250 to \$400 per lot. Everyone predicted a disastrous failure of this enterprise, but time has shown that Mr. Capps had a broader vision than his friends, as the entire tract is almost entirely covered with substantial homes of the residents of the city.

RYAN ADDITION

Mr. John C. Ryan purchased a large tract of land south of the city, a long distance from the nearest improvements, and laid out a restricted residential suburb. A magnificent boulevard, known as Elizabeth Boulevard, extends across the northern portion of the tract. He constructed wide sidewalks, planted trees and made other improvements before selling a lot. The success of the enterprise demonstrates his good judgment, for this is one of the most beautiful suburbs of the city, and his many friends and admirers congratulate him on his success.

SYCAMORE HEIGHTS

This suburb was promoted by Mr. F. R. Scott of Toronto, Canada, and the late D. T. Bomar of the Fort Worth Bar.

It is a delightful and attractive residential district and a credit to the enterprise of its promoter.

MISTLETOE HEIGHTS

This is the latest of the successful real estate ventures in the city. It is on the elevated plateau southwest of town and is the home of many of the prosperous and successful business men of the city.

Not a large but a very attractive addition to the many beautiful residential additions to the city is Chettenham.

It comprises only forty-three acres and lies just east of the entrance to Forest Park. The promoters bought the land from Mrs. Cynthia Sisk, who had owned it for more than fifty years. Her deed of acquisition does not mention Fort Worth, but describes the land as lying seven miles southwest of Birdville.

More than one hundred and fifty thousand dollars has been expended in construction of paved streets, sidewalks and curbs and the installation of water and sewer mains. It is a "restricted" addition, and a number of high class homes have already been erected. It lies on a beautiful plateau overlooking the valley of the Trinity and the southern and eastern portions of the city.

CHURCHES

Fort Worth is an important center of religious activities. It is recognized throughout the Southwest as "A City of Churches." There

are in the city and its immediate suburbs 111 churches, embracing all the more prominent and well-known sects and denominations, and several that are more obscure. There is approximately a church for each 1,000 inhabitants. Many of these are handsome, commodious and substantial structures, costing from a few thousand to many hundreds of thousands of dollars. One of them has the largest auditorium in the South and boasts of the largest Sunday school in the country. This is an indication of the high moral character of the people who call Fort Worth home.

The first church edifice in the city was that of the Christian Church. It was a modest, unpretentious structure, which occupied the entire block bounded by Main, Houston, Fourth and Fifth streets. Although its proportions were small, it was sufficient to accommodate the small congregation that met there for worship. Elder J. A. Clark was the minister.

The Presbyterians had no organization until 1873. The five members who formed the organization met once a month in the court house and was served by an evangelist who lived at Waxahachie. Soon after Rev. W. M. Kilpatrick, who was traveling in a covered wagon through North Texas, was called, and thereafter regular service was had in a room over Knight's Livery Stable, at the corner of Third and Calhoun Streets.

The Methodists, with Rev. J. R. Masters as pastor, met on the first and third Sundays, at the Masonic Building, which stood in the middle of Belknap Street, near the corner of Elm.

The Cumberland Presbyterians held service once a month at the same place, with Rev. W. D. Wear as pastor.

The Catholics met on the last Sunday of the month at the residence of Mrs. Louise Scott on Main Street, between Third and Fourth Streets.

The Baptists, with Rev. R. H. H. Burnett as pastor, worshiped in the court house once a month. This congregation started the construction of their first church edifice on the fifteenth day of August, 1874, on the grounds where the City Hall now stands.

On May 15, 1874, the Methodists commenced the construction of a church edifice at the corner of Fourth and Grove Streets, where they continued to worship until the erection of their present pretentious and commodious building at the corner of Seventh and Taylor Streets, and which is easily one of the finest and most attractive church building in the South.

In May, 1877, the Presbyterians commenced the erection of what a local writer described as a large and commodious building at the corner of Fourth and Jones Streets. That it was commodious is evidenced by the fact that the same writer, that he might verify his statement, gave the dimensions as being 30 by 50 feet and would seat 350 people.

The Episcopalians seem to have left no record that is accessible to the writer, but they were in small numbers, making up in enthusiasm what they lacked in numbers. In November, 1877, they purchased a lot at the corner of Third and Fifth Streets for the munificent sum of

\$325.00 and announced that they would soon proceed to build a church edifice that would be a credit and an ornament to the city. They kept the promise and erected a building with a seating capacity of 280, which was dedicated on April 15, 1878. From these small beginnings has grown the present unequalled facilities for the people of Fort Worth to worship in their own church homes.

FRATERNITIES

In keeping with all other activities for the advancement of moral and civic improvements and advancement Fort Worth occupies an enviable and prominent position in the matter of fraternal organizations.

There are at this time in the city and its suburbs five Masonic lodges; five Knights of Pythias; five Macabees; four Woodmen of the World; three Hybernians; five Sons of Hermann; two Royal Arch Chapters; two Eastern Star Chapters; two Odd Fellow Lodges; one of the Knights of Columbus; Red Men and Eagles, and one Temple of the A. A. O. N. M. S., which is known as "The Shrine." Places of meeting of the Shrine are called temples as distinguished from lodges. The Temple of Fort Worth is known as "Moslah Temple." It was instituted "under dispensation" in May, 1914, and chartered in June, 1915. It now has a membership of 3,806 and has the only "Mosque" in the Southwest. This, as its name implies, is of Arabian style of architecture. It is situated on a promontory overlooking Lake Worth, and is a very imposing and pretentious structure and has every facility and convenience for the purpose for which it was erected. Its cost up to date is about \$165,000, and the expenditure of many thousands additional to beautify and ornament the grounds is contemplated.

The first Potentate was J. F. Zurn, who has been followed by William James, R. A. Massey, E. A. Levy, Geo. Stapleton and John A. Waldrop in the order named. This much space has been devoted to the "Shrine," and it is the pride of every Mason in this jurisdiction.

Fort Worth Lodge No. 148, A. F. and A. M., is the largest and wealthiest lodge in the state. It was constituted April 14, 1854, "under dispensation" by M. W. Grand Master William M. Taylor and chartered January 18, 1854. Julian Feild was the first worshipful master and John Peter Smith its first secretary. Its first home stood in the street at the present intersection of Elm and Belknap streets. The lower story was used for church and school purposes, as is mentioned elsewhere in these pages.

The Masonic Home and School is the pride of every Mason and the admiration of every citizen of the state. It was located in Fort Worth in 1899. The Administration Building, dormitories for boys and one for girls, the chapel, laundry and all other buildings are commodious brick and concrete structures equipped with all conveniences for the purpose contemplated. There are at this writing 265 inmates, 134 boys and 131 girls, the sons and daughters of deceased Masons.

The Home for Aged Masons and Widows of Masons is located a few miles west of Arlington, and is provided with every essential for the comfort of its inmates.

The editor of these volumes is the senior past master of Fort Worth Lodge. The lodge now owns and occupies the three-story building at the corner of Main and Second streets.

The present worshipful master is G. W. Bell, and the secretary, E. S. Nelson.

KNIGHTS OF PYTHIAS

The first meeting to perfect an organization of a Lodge of Knights of Pythias in this city was held on July 23, 1877. It was organized August 17, 1877, with G. M. Otten, P. C.; F. S. Levy, C. C.; Max Elser, V. C.; Chas. Gay, M. of A. It was christened Queen City No. 21.

Red Cross Lodge No. 14 was organized February 26, 1881, with S. Rosenfield, P. C.; Parnell, M. of A.



HOME OF FORT WORTH LODGE NO. 124, B. P. O. E., FORT WORTH

These lodges at once took up the matter of the erection of a Castle Hall, and the money was subscribed, the building erected and on the 6th day of June, 1881, the cornerstone of the first Castle Hall to be built in the world was laid. The ceremonies were conducted by Justin H. Rathbone, the founder of the order, who came from Washington, D. C., for that purpose, and who delivered an address that was entertaining and instructive.

ELKS' LODGE

Fort Worth Lodge No. 124, B. P. O. E., was instituted in 1906. In 1910 it purchased a lot at Seventh and Lamar streets and erected the magnificent building which it now occupies, and which with the furniture and equipment has an approximate value of \$175,000, and is free of indebtedness of any kind.

Its present membership is 1,340. Its contributions to benevolent and charitable purposes have been very large and liberal, but the laws of the order prevent any mention of the same.

Space will not permit of a detailed account of the formation and activities of the lodges of other orders. Suffice it to say that all are successful and useful in their several fields of endeavor.

LABOR ORGANIZATIONS

Forth Worth is one of the most thoroughly unionized cities in the country.

There are eighty-four Union Labor Organizations in the city, representing every trade and branch of skilled labor.

There are a few "open shops," but they are in a small minority. The Federation of Labor, which includes all of the organizations, is conservatively managed and there is a minimum of friction between employer and employe. A few ill-advised, hot headed create an occasional disturbance, but they are of short duration and the matters in dispute are usually adjusted without serious loss or inconvenience.

The carpenters, the strongest union in the city, is erecting a building of its own at a cost of around \$75,000, which, it is contemplated, will provide quarters for all the unions with offices and place of meeting.

CARNEGIE LIBRARY

The Carnegie Library is an institution in which the citizens of Fort Worth feel a just pride and an absorbing interest. It was organized on the 2nd day of April, 1892, and every means and device known to the originators were applied, including teas, dances, dinners, cake walks and earnest solicitation, to secure the money for the foundation of a public library.

One of the most enthusiastic workers was Mrs. D. B. Keeler. Among other devices resorted to by this good woman to secure money was to solicit from every man who smoked the price of one cigar each day as a contribution to this fund. Following this means she addressed a letter to Mr. Andrew Carnegie asking him for the price of one cigar, or, possibly, two. On July 25th she received a letter from Mr. Carnegie, in which he offered to give the Fort Worth Public Library Association \$50,000 for a library building, provided the association would furnish a site for the building and the city would appropriate \$4,000 annually for its maintenance.

At a meeting of the association Capt. B. B. Paddock made a motion that a mass meeting of the citizens be called for July 26th, when resolutions were adopted conveying to Mr. Carnegie the heart-felt thanks from the entire community for his generous gift and promising to comply with the conditions stipulated.

At that time the association had a fund of about \$12,000, and a contract was immediately entered into between that body and the City Council for the appropriation of \$4,000 annually for the maintenance of the library, a certified copy of which was forwarded to Mr. Carnegie.

The cornerstone for the library building was laid by the Masonic Grand Lodge of Texas on June 13, 1900, and the construction of the building was prosecuted with energy until its final completion.

The library was opened to the public on Thursday, October 17, 1901. Mrs. Charles Scheuber was appointed librarian on May 10, 1900, and

she and a corps of assistants worked diligently and assiduously for more than a year collecting, cataloging and preparing the books for the library.

It now has about 35,000 volumes, including many valuable and important text and reference books, with the usual complement of fiction, history and other works. It has been a pronounced success from the



TEXAS HOTEL, FORT WORTH

day of its opening to the present. Its reading rooms are almost constantly filled by students and others who enjoy its facilities. It has seven branches, located at convenient points throughout the city, where a large number of books are kept, and they undertake to supply all demands from the parent library with the least possible delay.

In addition to the thousands of volumes and current magazines kept on the shelves, the association has fostered the Fort Worth Art Associa-

tion, dedicating a room for its use, in which are many valuable and attractive paintings, sculpture and other works of art. A loan exhibit, consisting of rare and valuable articles, has also been established, which is of great interest and affords much entertainment for visitors.

The association has about 500 members, all of whom are vitally interested in the success of the library, giving their time and labor to the necessary work for which it was organized.

FORT WORTH PARKS

Fort Worth has one of the most complete and comprehensive systems of public parks of any city in the Southwest. Aside from the Hyde Triangle, a small park on Tenth Street between Houston and Throckmorton, the initial work of providing Fort Worth with parks was in 1909 and 1910, since which time every year has seen some addition to the park system. At this writing there are twenty-eight parks in the different parts of the city and suburbs, comprising in the aggregate approximately 4,500 acres.

The largest of these is Lake Worth Park, to which the surplus lands acquired in constructing the lake have been dedicated for park purposes. The second largest is Trinity Park, south of Seventh Street and west of Clear Park, which embraces a little more than 200 acres; then comes Forest Park, with seventy-five acres; Sycamore Park with forty-eight acres; Rock Springs Park with thirty-seven and one-half acres and Marine Park with twelve acres.

All of these parks are improved to some extent, Forest Park, Sycamore Park and Trinity Park having wide, beautiful and improved driveways and other attractive features.

Forest Park has a zoological garden, in which there are specimens of almost every kind of animal and bird life produced in Texas.

These parks have been acquired and improved from a fund provided by the city charter of five cents on each hundred dollars of the assessed valuation of the city. The parks are managed by a Board of Park Commissioners, appointed by the city government, with a competent superintendent, who looks after the expenditures of the money under the direction of the park commissioners.

Lake Worth Park already has many miles of broad driveways of gravel with bitulithic surface.

Fort Worth is justly proud of its park system and enjoys its advantages to the fullest extent.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION

In the fall of 1906 Mrs. Ralph Smith and Mrs. Q. T. Moreland undertook to furnish a rest room and serve lunch to ladies in town at noon. They had in mind the organization of a Y. W. C. A. and solicited furnishings and other necessary articles. Rooms were rented at 702 Houston Street, and with the aid of donations and loans they installed there, in about one week's time, the first Y. W. C. A. in Texas. Mrs. Ralph Smith guaranteed the payment of the rent for a year. Mrs. W. A. Durringer and Mrs. W. R. Thompson each furnished a room. On January 18, 1907, a temporary organization was effected, with Mrs.

Moreland as president and Mrs. T. R. Thompson as vice-president, Mrs. Pfeffer, secretary, and Mrs. R. P. Smith, treasurer. In March, 1907, permanent organization was effected with Mrs. R. P. Smith as president, Mrs. Moreland, vice-president; Mrs. J. W. Spencer, second vice-president; Mrs. John F. Swayne, treasurer, and Mrs. C. C. Pfeffer, corresponding secretary.

A cafeteria was opened in 1906 and served twenty people the first day. Now more than 800 are served daily; while more than 200 patronize the North Fort Worth branch.

On October 1, 1907, under the direction of Miss Stella Evans, physical culture classes opened with an enrollment of 100. Since September, 1920, there have been 250 registrations.

Other classes were organized in 1907, among which was the Current Event Club, under the direction of Mrs. R. E. Bushannan.

A boarding house directory was established for the use of the women and girls who desired comfortable rooms at moderate prices. Also an employment bureau, which had for its object the securing of positions for girls, and a religious department, including Sunday afternoon Vesper services and Bible classes.

The first year's receipts and expenditures were \$10,097.77; in 1915, \$24,897.00, and in 1920 more than \$164,000.

The membership the first year was 619, in 1920 it was more than 3,000. The association owned no property at the close of its first year.

In 1913 it bought the residence and lot located at 602 Lamar Street at a total cost of \$16,000. At present it owns a recently purchased lot on the corner of Seventh and Taylor streets, valued at \$100,000, upon which a building for new and extensive activities will be erected in the near future. The entire resources, including fund from the campaign, will pass the half million dollar mark.

The present work of the association includes the general headquarters at 212 West Seventh Street, the Recreation Hall and Activities Center at 407½ Main Street, the North Fort Worth Branch, on Exchange Avenue and the branch on Sixth and Grove streets, where work among negroes is carried on.

There are a number of classes and clubs in progress and others being organized.

The new building will be well equipped with modern cafeteria, gymnasium and swimming pool, clubrooms and an auditorium.

In addition to the educational, religious and recreation features the Traveler's Aid alone assists about 1,100 each month.

The work of the professional forces has been ably supplemented by that of volunteers, and the two forces are mutually interdependent. There are numerous ways of contributing to the support of the organization, one of which is the life membership plan. The life membership fee is \$100, all of which goes, at present, to the support of the local association. Among the life members today are: Mesdames D. T. Bomar, W. A. Durringer, S. B. Hovey, J. J. Jarvis, Geo. Manning, J. T. Pember-ton, George Reynolds, B. K. Smith and Dan Waggoner, all of this city. Many of these are also contributing time and work, and it is through

the efforts of such women as these and other contributors that the association has attained its present standing.

YOUNG MEN'S CHRISTIAN ASSOCIATION

The initial Young Men's Christian Association organized in Fort Worth was about the year 1880 by George B. Loving. It held its meetings in the Northern Presbyterian Church, which stood at the corner of Ninth and Houston streets. It had a precarious existence for a few years, when Mr. W. T. Fakes was elected president and J. G. Reeves, recording secretary, and Harry W. Stone, who has since developed into one of the foremost general secretaries of the United States and who



WESTBROOK HOTEL, FORT WORTH

is now a general secretary of the Y. M. C. A. at Portland, Oregon, was the general secretary.

During the period between its date of organization and the year 1905, when it moved to its present home, the Y. M. C. A. occupied successively quarters at different places in the city.

While the Y. M. C. A. has not made the progress in Fort Worth that it has made in other cities, yet it has progressed steadily. It now occupies a building valued at \$65,000; a building adequate to house the program of the Y. M. C. A. when the structure was completed over sixteen years ago but entirely too small for a city of Fort Worth's present size. The present inadequacy of the plant has caused the Board of Directors to announce a campaign for April, 1921, for the purpose of securing pledges and making possible the erection of a new building in keeping

with the city's progress along other lines. The present membership is 1,200. This is about one-half what it should be in a city of 125,000 population, but the present plant and equipment cannot efficiently handle a larger number.

In September, 1919, a separate organization was inaugurated to work among the negro population. This branch has today nearly 700 members and is at least 75 per cent self supporting.

In the winter of 1919, a vocational school for negro men and boys was started at Seventh and Calhoun streets. Courses in automobile mechanics, carpentry, shoe-repairing, electric wiring and stenography were given to about seventy-five students. Ever since the beginning of this work it has maintained a free employment bureau, actually placing in employment over 3,000 men, women, boys and girls during the past one and one-half years. The present location of this branch is at 912 Jones Street.

In March, 1920, O. B. King was added to the Central Y. M. C. A. staff as educational secretary. His first work was the outlining of a scholarship policy for ex-service men. Through the co-operation of the National War Work Council of the Y. M. C. A. over 200 ex-service men were helped during 1920 to a better education. These men engaged in varied study, some attended the Y. M. C. A. classes of Spanish, book-keeping, accounting, business arithmetic and auto mechanics. Others entered the various colleges and universities of the state, and still others are taking correspondence courses. Other courses have been added until now a student may get auto mechanics, electricity, acetylene welding, vulcanizing and battery building at this school. It is the most thoroughly equipped school of its kind south of St. Louis, and the instruction is very thorough. The plan of the Y. M. C. A. is to develop its schools so as to supplement the splendid work of the public schools and colleges of Fort Worth. Many civilians as well as ex-service men are handled in these schools and the under-privileged boy is given an opportunity to recoup himself.

Boy's work also has taken the form of community service largely, owing to the inadequacy of the present building. Through most of the year 1920 R. M. O'Hair directed the work. On September 1, 1920, he went to St. Louis and was succeeded by O. S. Burkholder, a man with eight years experience in this kind of work. These men have, through the courtesy of the public schools, organized Hi-Y Clubs in the North Side, the Central and Junior High schools and in the Polytechnic High School. These clubs are emphasizing clean living among the students of those schools. A boy's employment club, a newsboy's club and several church clubs have been organized and a street boy's club is the prospect of the near future. Among all of these boys a better physical body, a better education, a better social life and Christian decision are emphasized. The building boy's work, under direct supervision of O. S. Jones, is promoting gymnasium classes, Bible classes, socials and some educational work. Boy's camps will be a big feature of the coming year. In addition to the above, the Y. M. C. A. co-operates closely with the Boy Scout's movement in the city in its excellent program. Great developments lie ahead of our boy's work.

Last, but not least, our physical program, under direction of W. L. Peterson, assisted by J. C. Roberts, is filling a great need in Fort Worth. This department, with its gymnasium classes, its swimming pool, its basket ball, volley ball, hand ball and indoor baseball, its wrestling and boxing, its outdoor games and its mass play at community points, is always popular with boys and young men. But in addition to all the above the Y. M. C. A. gymnasium offers longer life and greater efficiency to the older business man who will use it.

When the new building is provided it is the plan to have two gymnasiums, so that this institution can more effectively co-operate with the various churches of the city regardless of denomination or sect, providing space and skilled direction for church athletics. The physical director has always held himself ready to promote the city's amateur athletics, and the Y. M. C. A. has for several years maintained an outdoor athletic park where community, school, church and even college games may be played.

HOSPITALS

Fort Worth is well provided with hospitals for the care of the sick, but additional facilities are in process of foundation to provide for the future needs of a rapidly growing city.

Chronologically Saint Joseph's Infirmary is the pioneer institution. In the early '80s the city donated a tract of land overlooking the city and built a hospital for the Missouri, Kansas & Texas Railway Company. That company sold the hospital to the "Sisters of the Incarnate Word," who have since controlled and managed it. The buildings are commodious and fully equipped with the latest and most approved appliances for the care of the sick.

ALL SAINTS' HOSPITAL

This hospital was erected and equipped by the benevolent people of the city. It is supported by voluntary contributions. Its management is under the direction of a board of trustees composed of the public spirited and philanthropic women of the city. It is open to all practicing physicians. Its location is picturesque and the buildings of modern design and construction.

JOHNSON & BEALL SANATORIUM

This is located near the business center of the city. It is owned by a firm of well known physicians, is of recent foundation and therefore modern in construction and equipment.

THE PROTESTANT HOSPITAL

This is the latest addition to the institutions of this character. It is a three story building with about forty rooms well equipped for the care and comfort of its patrons. It is managed by Johnson & Totton, but all reputable physicians have access to its portals and may practice therein.

CITY AND COUNTY HOSPITAL

This hospital, as its name implies, is under the control of the county and city jointly and is sustained by public funds. The city

physician and county physician manage its affairs with the aid of physicians, who serve without compensation. Primarily it is an emergency hospital for the cure of persons injured by accident, or who are unable to provide medical care and treatment for themselves.

THE HARRIS SANITARIUM

This was privately built and owned by Dr. C. H. Harris, who recently deeded it to the Methodist Church conditioned that it be enlarged. The church has purchased a handsome block of ground and raised a substantial sum of money in order to comply with the terms of the deed of gift. It will, when completed, be one of the finest if not the finest institutions in the Southwest.

FORT WORTH FREE BABY HOSPITAL

This, one of the most worthy benevolent institutions of Fort Worth, originated with Mrs. Ida L. Turner about the year 1912. Mrs. Charles Scheuber co-operated with her in every way in presenting the suggestion for the foundation of a Free Baby Hospital to the public. It was taken up, endorsed and advocated by the Federation of Women's Clubs under the direct management of Mrs. J. H. Strayer, chairman of the Social Service Committee of the Federation. Every means known to social workers was adopted to secure money, and when the fund was sufficiently large active operation was begun. The Fairmount Land Company donated a site, between Forest Park and the Texas Christian University, for the hospital. The project received such an enthusiastic reception by all of the people of Fort Worth that lumber dealers, furniture dealers, hardware merchants and, in fact, every line of business in the city donated the material for the building, and the carpenters, brick masons, plumbers, painters, decorators, electricians and all other trades donated their services and erected a building without cost to the association. Furniture dealers donated the furniture, hardware merchants the queensware and others donated all that was necessary to completely equip the institution. The doctors volunteered their services to care for the occupants.

Facilities for the care of fifty babies were provided. A maintenance fund was subscribed by the patriotic and benevolent citizens of the city, and nurses, a housekeeper, a cook and other domestics were employed.

The building was dedicated with appropriate ceremonies on the 12th day of May, 1913, at which Bishop A. C. Garrett, of the diocese of North Texas, pronounced the invocation, and addresses were made by Captain B. B. Paddock, Rabbi George Fox, Rev. Dr. F. P. Culver and the Rev. Dean Robert M. Nolan.

The institution cares for sick and destitute children from infants to children of ten years of age.

Fort Worth is amply supplied with every benevolent institution known to philanthropic activities.

These comprise the Y. M. C. A., Y. W. C. A., Salvation Army, Welfare Association, Relief Association, Benevolent Home, Cumberland Rest and the Humane Society and the Baby Hospital.

BENEVOLENT HOME

This institution was founded by Mrs. Belle M. Churchill many years ago. For a long time she cared for it from her own means and such voluntary contributions as her friends made. It finally became large enough to attract the attention of benevolent people, and a house was erected, superintendent employed and a home instituted for unfortunate waifs. A handsome two-story brick structure was built at Sycamore Heights, where from forty to fifty inmates were cared for and educated. Recently the county has taken over the institution, relieving the citizens of further demands upon their purses.

CUMBERLAND REST

This is a home for friendless and destitute old women. The society owns a comfortable home on Sixth Avenue, where these unfortunate women are made comfortable and as happy as the conditions will admit.

RELIEF ASSOCIATION

This is an organization of the charitable people of the city, who contribute their time and means for the relief of the sick and destitute who drift to the city or who, by unfortunate circumstances, require the assistance of the charitably inclined public.

HUMANE SOCIETY

This organization looks after every species of animal creation; abandoned women and children; lame and uncared for animals and every other praiseworthy work receives its attention. It is supported by the voluntary contribution of charitable people.

There are three organizations in Fort Worth which challenge the admiration of every citizen. The first of these is the

FORT WORTH CLUB

The Fort Worth Club was organized in 1885 under the name of Commercial Club. The name was changed some years ago to make it a more distinctive social organization. Its initial membership was limited to 100, and it occupied rented quarters on the second floor of the building at the corner of Main and Second streets. In 1889 it purchased the lot at the corner of Main and Sixth streets and erected thereon a four-story building. The ground floor and the third and fourth floors were rented, and only the second floor devoted to club purposes.

In 1913 this building was demolished and the present magnificent six-story building was erected. The club now has a membership of around 600, with a waiting list of nearly 100 more. The club rooms are beautifully and substantially furnished, and the dining room, on the sixth floor, is the most attractive and complete in every respect

to be found in the Southwest. The financial condition of the club is all that could be desired.

It has recently purchased a lot 200 feet front by 100 deep on Throckmorton Street, between Sixth and Seventh streets, on which it proposes to erect a much larger and more commodious building, when labor and material conditions will justify the investment. It is probably the most popular social organization in the city.

Next in importance is the

RIVER CREST COUNTRY CLUB

In the late '90s a club was organized known as the Fort Worth Country Club, located at Arlington Heights, but it was not a success. During the early part of 1910 some of the members of this club became thoroughly convinced that it was essential that the Country and Golf Club be organized with suitable and sufficient grounds upon which to maintain a standard eighteen-hole golf course and that the club should own the grounds outright.

This conclusion being reached the next question was to locate and if possible, purchase at least 100 acres of land. A self constituted committee composed of about half a dozen men, among whom were John W. Broad, David T. Bomar, W. T. Humble and Morris E. Berney, after several weeks' search finally found the site of the present club; but in order to obtain 100 acres, suitable for the golf course, it was found necessary to purchase 625 acres, of which more than 400 acres were river bottom land, unsuitable for the purpose contemplated, and that it would require \$125,000 to purchase the same. Several interested parties agreed to help finance the project, and after a brief canvass about twenty-five or thirty people subscribed for from \$500 to \$5,000 each, which was deemed sufficient to carry out the deal.

Immediate steps were taken to organize and incorporate the River Crest Company, which purchased the land, and shortly thereafter the golf course was surveyed and the present golf course was laid out. This work was supervised by Mr. J. W. Broad, who practically donated a year of his time to the work.

One hundred acres of the land was allotted to the club, which was chartered as the River Crest Country Club, with about 100 members. Plans for the club house were drawn by Sanguinette and Staats, and the River Crest Company undertook to furnish the money with which to build and equip the club, the total cost of which was \$50,000. The actual construction of the club house began in August, 1911, and it was completed and formally opened in June, 1912.

The original membership was limited to 200 active members, and this limit was maintained until 1915 when, owing to the increased growth of Fort Worth as well as interest in golf and country club life, the membership was increased to 300 active members. The club is now full, with seventy-five on the waiting list, seventy-five junior members and fifty associate members.

In the early part of 1915 the River Crest Company, having disposed of practically all its holdings, decided to present to the River Crest Country Club its net earnings, which amounted to \$50,000. This club

now owns 155 acres of land, a modern and completely equipped club house and an eighteen-hole golf course, equal to any in the state, against which there is not a dollar of indebtedness except \$75,000, representing the capital stock of the club.

More credit for the successful promotion of the River Crest Country Club is due to the late David T. Bomar than to any one person. He worked out and carried into successful execution the entire financing of the River Crest Company as well as of the River Crest Country Club, the total amount in both being well above \$250,000.

John W. Broad personally supervised the laying out of the grounds, building of roadways, water mains, construction of club house, etc., and to him and Mr. Bomar are due the biggest part of the success of the River Crest Country Club.

This club occupies a beautiful location on an elevated plateau west of the city, and is one of the most attractive institutions of the city.

GLEN GARDEN COUNTRY CLUB

This club is located about three and a half miles southeast of the city on the Fort Worth & Cleburne Interurban road.

It was organized in 1913 and now has 340 members. It owns its own grounds, consisting of 111 acres, and besides its club house, which cost \$20,000, its golf course is conceded to be one of the most beautiful in the country. It also has four of the best tennis courts in the city.

Because of its accessibility and its splendid appointments many clubs and organizations give their parties there during the winter months.

This club was promoted by Messrs. L. D. and H. H. Cobb, who are entitled to great credit for its establishment and success.

MEADOWMERE CLUB

The last candidate for social recognition is the Meadowmere Club.

This club is located in Arlington Heights, in buildings which were built by the Government and the Red Cross during the war. There are approximately fifteen acres in the club site, and four substantial buildings, the club house, bachelor quarters, swimming pool and garage. These buildings have been remodeled and fitted up for club purposes.

There are at this time 140 members, the limit of membership being 200. All of the appointments are first class in every particular, including the tennis court, swimming pool, stables for equestrians, and other opportunities for the members to display their skill and enjoy the pleasures incident to out-door life.

Mr. T. E. D. Hackney is the managing director and gives his undivided attention to the club, which promises to be an attractive social feature of the community.

WOMEN'S CLUBS

The number of Women's clubs in Fort Worth is legion. Every field of endeavor, including literature, music, art, home economics and amusement, is represented.

In literature the Woman's Wednesday Club is the oldest. It was organized in 1889, with a membership of fifty, which number has never been changed. Its activities are exclusively of a literary character.

The Monday Club is composed of the younger set of matrons. Its activities are also literary. Its membership is limited to fifty, and it has been a pronounced success from its inception to date.

The Harmony Club is the leading musical organization, has been in existence for a number of years and has been a potent factor in the development and encouragement of musical talent. It brings to the city every year noted artists, both vocal and instrumental, including such as Caruso and Galli Curci and other artists of international renown.

CHAMBER OF COMMERCE

In the year 1900 Mr. J. W. Spencer and Capt. B. B. Paddock took the initiative in the organization of the Fort Worth Board of Trade. They secured a membership of 100, with dues at \$5 per month. An organization was perfected with the late Paul Waples as president and Talbot O. Bateman as secretary.

The income was not sufficient to enable the Board to engage in many activities, but it formed a nucleus around which public matters gathered. It took the lead in securing subscriptions to defray expenses at conventions, public gatherings, excursions, etc.

After the first year the membership was increased, and Mr. Spencer was elected president and Captain Paddock secretary, and it became very active in advertising the city, securing industries and performing other public services. The presidency was changed annually, but Captain Paddock remained secretary until 1910, when he was compelled on account of failing health to retire from every activity.

In the year 1912 the name of the organization was changed to that of Chamber of Commerce and its field of endeavor broadened to embrace the management of every public service. Instead of annual dues members were solicited to make contributions which would cover all calls made upon it of a public nature except that of charity and churches. It took over the management of the freight bureau, grain inspection, expenses of the fat stock show and every other public service requiring work and money. It organized a company for the construction of the present Chamber of Commerce building, with its splendid auditorium and offices.

After the retirement of Captain Paddock, Mr. R. O. McCormack was elected secretary. He served for three years and was succeeded by Dr. C. C. Gumm, who held the position for four years, during which time it promoted and financed the military cantonment and the three aviation fields for the general Government. This stupendous work was conducted successfully and satisfactorily, and is a tribute to the business efficiency of the then secretary-manager.

In 1920 Dr. Gumm resigned to engage in private business, and the Chamber was successful in securing the services of the present secretary, Mr. Eugene S. Shannon, of Nashville, Tennessee, a man of wide experience in work of this nature.

In 1919 the then president, Mr. William Monnig, conceived the idea of the junior directorate, composed of the younger element of business men, to aid and assist the officials of the Chamber in the performance of their duties.

This has proven a most efficient adjunct to the Chamber of Commerce and has been instrumental in securing the services and co-operation of a large number of young men who might not otherwise be interested in public work.

One of the most conspicuous and serviceable branches of the Chamber is its agricultural department, which has been successful in influencing the farmers throughout Tarrant County to a more intensive cultivation of their lands and a diversification of crops, the organization of Farmers' Clubs, Boys' Corn Clubs, Baby Beef Clubs, Girls' Canning Clubs and Domestic Science. This department is managed by Mr. H. M. Means, and has been instrumental in bringing about a more harmonious feeling between country and city.

The present membership of the Chamber of Commerce is 1,875 and its annual income is \$125,000.

ROTARY CLUB

The Fort Worth Rotary Club was organized on Friday, March 13, 1913, with thirteen members. Notwithstanding this handicap of superstition it has been a pronounced success from its inception. It now has 237 members, who meet at luncheon every Friday at 12:15, giving one and a half hours to luncheon, entertainment and business.

The Rotary Club has been a potent factor in every movement for the upbuilding and advancement of Fort Worth and its business activities. It was enthusiastic in its work in the sale of Liberty Bonds, raising funds for the Red Cross, Y. M. C. A. and all other benevolent organizations. It selects and gives a four-year course to a young woman at the T. W. C., paying all expenses, including clothing, during the entire course. It has fostered and assisted the Boy Scouts, the Young Brother Movement and every other worthy subject presented for its encouragement and assistance.

Other clubs of a like nature and comparatively equally successful are the Lions Club and the Kiwanis Club, each of which has a large membership and are energetic and active in the same line of work as the Rotary Club.

In addition to these there are the Advertising Men's Club, the Salesmanship Club, the Knights of Columbus and the Doctors' Club.

All of these organizations exercise great influence in bringing business men together, enabling them to become acquainted and to assist each other in every proper manner.

NEWSPAPERS

It would be an almost endless task, and one that the writer will not essay, to tell the history of all the newspapers of this city. Fort Worth has been the graveyard of the hopes and aspirations of ambitious men who, without capital, and oft-times without experience, have undertaken the work of furnishing the public with a newspaper in Fort Worth.

It was in March, 1860, that Fort Worth had its first paper. It was started by a man by the name of Cleveland and was called *The Enterprise*. How long it continued and what became of it the writer has been unable to ascertain. It went out of business during the war between the states.

The second attempt was made in October, 1871, when Maj. K. M. Van Zandt, John Hanna, W. H. Overton, Sam Evans and Junius Smith bought from Maj. J. J. Jarvis the press and material of a paper at Quitman in Wood County and moved it here and started the *Fort Worth Democrat*. It was edited by John Templeton, a young lawyer, who subsequently became attorney-general of the State of Texas. In October, 1872, the paper was sold to Capt. B. B. Paddock, who assumed management and control on the first of January, 1873. He continued its publication until June 30, 1882, when it was merged with *The Live Stock Journal*, owned by George B. Loving, and changed to the *Fort Worth Gazette*, which, during its continuance confessedly was the best paper ever printed in Texas.

Captain Paddock retained an interest in the paper and was the managing editor.

On July 4, 1876, *The Democrat* started the first daily paper, coming out as a morning paper on the morning of the Centennial year, unannounced and unheralded, without a single subscriber or a line of advertising. The audacity of the enterprise made a favorable impression on the public-spirited and generous people of the city, and they rallied to its support with enthusiasm. But there was neither room nor a patronage for a daily paper in a city of 3,000 people, and the patronage, however liberal, would not furnish it with the necessary nourishment, and it was a financial failure from start to finish. It was a wide-awake, enterprising little sheet, advocating with zeal and enthusiasm every measure that its owner considered for the upbuilding of the city.

In 1873 the *Fort Worth Standard* made its bow to the public. It was owned and managed by Mr. J. K. Millican, who came hither from Homer, Louisiana. It was followed the same summer by *The Epitomist*, established by Will H. Lawrence, who came from Lawrence, Kansas. The panic of 1873 sent it to the happy hunting grounds. On its demise L. R. Brown, who had been associate editor, leased the material and started *The Post*, which lasted about three weeks. The public realized that there was not room enough for two papers, much less three, and failed to accord it any patronage. *The Standard* lasted for several years, but finally succumbed to the inevitable.

The Evening Journal, *The Mirror*, *The Evening Star*, *The Evening Mail*, *The Tribune*, *The News* and many others came and went down in the years that followed. The experience of one seemed to have no effect on the ambitions of the men that knew how to run a paper.

In the spring of 1885 *The Gazette*, which had been run under high pressure, was forced to suspend. It was purchased by a stock company, organized for that purpose by Major Van Zandt, Walter Huff-

man, Morgan Jones, W. L. Malone, B. B. Paddock and others who desired to have a good morning paper in the city. The ownership finally passed into the hands of Mr. Walter Huffman, who during his life time kept it up at great sacrifice and financial loss. But its standard never faltered. It was a good paper, published every day in the week. After the lamentable death of Mr. Huffman his widow essayed to continue the publication of the paper. It was still conducted at great financial loss, and during the panic of 1893 Mrs. Huffman realized that she could no longer stand the strain incident to its publication, and sold the paper to Captain Paddock. He had neither



STAR TELEGRAM BUILDING, FORT WORTH

desire nor ambition to continue in the business, and was only actuated by a wish that the paper should not suspend. He proceeded at once to organize a company to take over the property. He associated Mr. W. L. Malone, Mr. E. G. Senter, who was publishing an afternoon paper, Hon. Barnett Gibbs, Mr. Sawnee Robinson, Mr. O. B. Colquitt and some others and turned the plant over to them. It proved not to be a very happy family.

With the most harmonious efforts its success was not a certainty. With discord in the management it was doomed to disaster. Mr. Paddock transferred his interest to Mr. Malone in order to give him control, hoping thereby to bring about a solution of the trouble.

Soon thereafter Mr. Malone died, and with his death the paper was doomed. Mr. Senter associated with him his cousin, Selden Williams, who came from Tennessee to engage in the business. They could not make it a success. In the late summer of 1897 they sold The Associated Press franchise and the subscription list to the Dallas News, and suspended publication without a word of warning to the city. For a long time thereafter Fort Worth was without an organ or an advocate in the way of a daily newspaper. It felt the loss keenly, but there was no one to step into the breach and assume the responsibility of the publication of a paper. There had been such a fatality attending every effort that men hesitated to put their money into another venture. Finally a man by the name of King, from Boston, came to the city and proposed, on certain conditions, to start a morning paper. The people wanted a paper so much that the conditions were eagerly accepted, and Mr. King started The Herald. It lasted about a month. The promoter pocketed the money that had been advanced him and hied himself to new and fresher pastures. When The Gazette was sold to The News it left a large number of men out of employment. They proceeded to organize a co-operative company and published The Register. They got what business they could at whatever prices they could obtain, and on Saturday night divided the proceeds among the working force. Among those interested was A. J. Sandegard, who is still an honored citizen of the city. The Register rapidly grew in business and favor. The public applauded the nerve of the promoters and gave it such liberal patronage that it soon had money in the bank. The first time such a thing had happened to a Fort Worth paper. It was finally merged into The Fort Worth Record, under the management and control of Mr. Clarence Ousley, who subsequently sold it to Mr. William Capps and he in turn to the present owners of the paper.

The present owners of the paper and its active management are Messrs. W. H. Bagley, president and publisher, J. H. Allison, vice president and manager, Hugh Nugent Fitzgerald, editor. Its equipment is of the latest and most approved known to the publishing business. It has justly earned an enviable reputation and is regarded as one of the best morning papers in the state and is destined to become an influential factor both in local and state affairs.

In December, 1905, Messrs. Wortham, A. G. Carter and Dorsey started an evening paper, called the Star, the initial number of which was issued February 1, 1906. Mr. Wortham was president and editor and Mr. Carter, business and advertising manager. It was a live, enterprising sheet but was a financial failure. It continued for nearly three years, at the end of which time it purchased another evening paper, called the Telegram, and moved into the building at the corner of Eighth and Throckmorton streets, where it remained until the 5th of December, 1920, when it moved into its present commodious and substantial building which has been erected at Seventh and Taylor streets, at a cost of around \$600,000, and the present building, plant and equipment represent over a million dollars, nearly all of which has been earned by the paper, and is among the most

complete newspaper plants in the country. It is owned and managed by the active members of the company, Mr. W. C. Stripling and Mrs. W. G. Burton being the only two stockholders who are not actively engaged in the publication of the paper.

It now has a larger circulation than any paper printed in Texas. Its gross business for 1920 approximated \$2,000,000. It has at the present time about 200 employes, with a payroll of approximately \$30,000 per month. Its bill for white paper exceeds \$100,000 per month. Its equipment is of the highest character and its new home is the finest, most modern and most complete in the Southwest.

ALL-CHURCH PRESS

Another publication worthy of note is the "All-Church Press," which publishes the Fort Worth Tribune, Houston Times and Dallas World. It has but recently constructed a magnificent plant on Fifth Street at the cost of \$150,000. It is the largest weekly newspaper organization in Texas. They employ about 100 people in the Fort Worth plant alone.

It contemplates, as soon as the news print situation makes it possible, to extend the field of its activities and to establish "All-Church Press" newspapers in every available city in this section. Mr. Douglas Tomlinson is president of the company and Homer Tomlinson, general manager.

Other publications in Fort Worth are: The Fort Worth Anzeiger, Jewish Monitor, Oil Field Review and the Western Oil Journal.

The Live Stock Reporter, as its name indicates, is devoted to live stock interests and is recognized as the official and authentic advocate of that interest. It is published by Ray H. McKinley, an energetic, enthusiastic newspaper man, and covers the field of its activities in a thorough, comprehensive and intelligent manner.

The "Fort Worth Press," the latest candidate for the patronage of the public, made its entry into the field of journalism October 1, 1921. It is an evening paper, belonging to the Scripp-McRae syndicate and chain of papers throughout the country.

STATISTICAL

The census for 1920 gave Fort Worth a population of 106,482. There are the suburbs of Riverside, Sycamore Heights, Polytechnic, Mistletoe Heights, Arlington Heights, Niles City and Diamond Hill, all lying adjacent to the city and are practically a part of the city, but which are not included in the census returns.

These suburbs have easily a combined population of 30,000, which do business in Fort Worth and are practically a part of the city, making the actual population of the city 135,000.

The assessed valuation of the city for 1920 was \$128,203,419. The tax rate, including the special school tax, is \$2.17 on the \$100, providing an income of \$2,781,814.

The total bonded debt is \$7,888,000, but by a provision of the charter the bonded debt of the waterworks system of \$3,362,000 is cared for by revenues from the waterworks, and there is in the sinking fund \$1,173,501, leaving a net debt of \$3,352,499.

CHAPTER LI

FORT WORTH INDUSTRIES

Next only to the transportation facilities of Fort Worth the packing houses and stock yards are the most potent factors in the business and economical life of the city.

That this has long been recognized by the city builders is demonstrated by their persistent and enthusiastic effort to secure these industries.

Prior to the advent of the railroads the cattle trails from all sections of the state converged at Fort Worth. Here the herds from South and Southwestern Texas came by the hundreds of thousands every year, where they were "outfitted" for the long march across the Indian Territory and Southern Kansas to the shipping points in Kansas, Missouri and Iowa, and the pastures of Nebraska and the Dakotas and Montana.

This furnished an immense and profitable business to the mercantile firms engaged in the sale of such supplies as the herdsmen needed for the long drive.

Cattle in unnumbered thousands passed through Fort Worth to Northern markets for twenty years before it dawned upon anybody that here was logically the point to turn into dressed beef the surplus of the vast ranges of Texas. The owners of cattle, using the open range, were content to drive their herds over the long trail to the nearest shipping points in Kansas and Missouri, satisfied with the small profits gained because the range was free and expenses were small.

But the growth of the markets at Omaha, St. Joseph and Kansas City fired the imaginations of men of vision, and they began to plan for cattle killing establishments that should be to Texas what the Missouri River markets had been to the states that sheltered and encouraged them.

The Fort Worth Democrat, which had earned a reputation for "seeing things," first made the prediction on April 25, 1875, that some day Fort Worth would be a large producer of refrigerated meats for export. It harped on this in season and out of season and watched for every opportunity to advance the project. The editor, learning that a man was in Dallas negotiating to establish a plant there, went to that city and formed his acquaintance. It was learned that the Dallas people did not regard the project with much favor. The man, whose name was Richardson, only asked that the city make a donation of six acres of ground for the plant. He was told that if he would come to Fort Worth that he could select the ground and that a deed would be delivered to him in an hour. He came and looked over the situation and selected the lands where the Bewley Mill now stands. Fortunately the land belonged to John Peter Smith and it was only necessary to tell Smith what was in the wind and the deed was forthcoming. He erected a small packing plant on the land now

occupied by the Bewley Flouring Mills. As he only essayed to kill and refrigerate hogs, and as there were very few hogs in Texas, the plant was shortlived. He soon sold it and went out about Cisco and put in a plant to make plaster from gypsum.

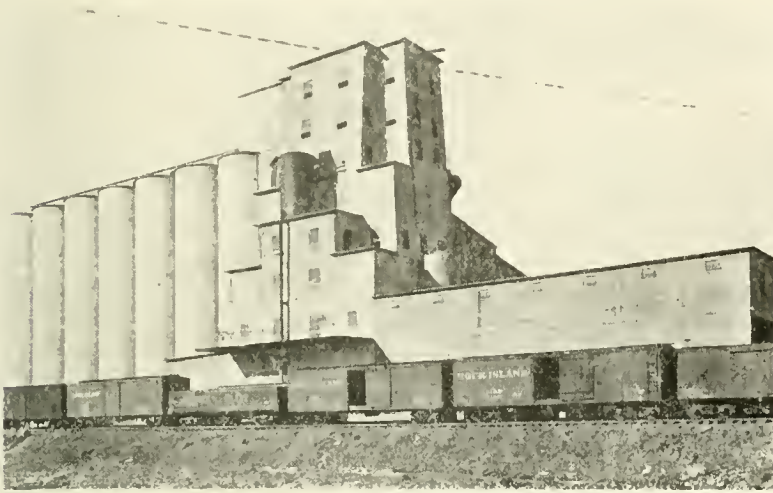
Shortly after this a man by the name of Higgs came to the city



N. P. ANDERSON & COMPANY BUILDING, FORT WORTH

and in a few days secured capital to erect a refrigerating plant in the southeast part of the city. He killed a cargo of cattle and sent them to St. Louis, but that proved like sending coals to Newcastle, and his venture was doomed to failure. He sold his plant to Mr. Isaac Dahlman of the firm of Dahlman Bros., the first clothing merchants in the city. He killed cattle and sent them to Liverpool by way of Galveston, but they were so long on the way that they did not arrive in

good condition. This ended the third attempt, but did not dismay the people of Fort Worth. They believed that this was to become a packing house center, and in 1890 thirty men got together and agreed to put in \$1,000 each and purchase some lands and put up more money, share and share alike, as it was needed. Mr. H. C. Holloway was selected to manage the affairs of the company, and he bought lands where the present plants are situated and proceeded to build fences and lots and later on a small packing house. It had a capacity of 250 cattle and 1,000 hogs per day. About this time John R. Hoxie came to Fort Worth from Chicago, and as it was thought he knew all about the industry he was induced to put in more money, buy more land and increase the capacity of the yards.



ELEVATOR OF SMITH BROTHERS GRAIN COMPANY

He too made a failure, and the plant after a precarious existence was sold to Messrs. Simpson and Niles of Boston, neither of whom were practical packers. Mr. Niles was a business man, and under his management, with the assistance of Mr. H. A. Judd, still a citizen of Fort Worth, the plant earned money. The owners recognized the fact that the plant did not meet the requirements of the times, and with the assistance of some of the public spirited people of the city they enlisted the interests of Armour & Co. and Swift & Co. and secured the establishment of these concerns. Most of the thirty men who put the first money into the plant surrendered their holdings to make the deal go through.

The corner-stones of the buildings were laid on the 13th of March, 1902, in the presence of a large concourse of the citizens of the city. Just a year thereafter the first cattle were slaughtered. The packing plants, stock yards, horse and mule barns, hog and sheep pens cover an area of about 100 acres.

The business at once began to make great strides and has since had a wonderful growth, subject to variations due to natural causes, but with an ever expanding tendency.

The following figures show the number of animals of different kinds received from the beginning of operations by the Fort Worth Stock Yards Company in 1902 up to and including the year 1920:

Year	Cattle	Calves	Hogs	Sheep	Horses and Mules	All Classes
1902	132,174	79,293	9,767	4,872	226,106
1903	375,799	70,999	150,527	125,332	10,094	732,741
1904	549,772	93,022	280,840	103,650	17,895	1,045,179
1905	663,660	148,427	462,766	125,270	18,033	1,418,156
1906	603,615	234,269	550,661	97,514	21,303	1,507,362
1907	707,631	314,442	486,679	112,853	18,507	1,640,112
1908	839,774	229,591	702,844	120,499	12,435	1,905,143
1909	883,353	314,022	868,333	188,066	20,732	2,274,446
1910	784,987	285,545	541,190	162,980	34,445	1,809,147
1911	690,840	192,713	556,201	186,535	37,361	1,663,650
1912	775,321	263,958	387,579	283,914	49,025	1,759,797
1913	965,525	219,629	403,761	327,527	56,724	1,973,166
1914	990,763	185,536	515,003	407,796	47,712	2,146,810
1915	794,505	149,926	463,879	363,003	54,640	1,824,953
1916	905,345	175,177	968,024	430,911	79,209	2,558,666
1917	1,646,110	313,427	1,062,021	405,810	115,233	3,542,601
1918	1,384,194	280,525	761,886	334,598	78,872	2,840,075
1919	1,031,342	235,292	587,904	453,292	50,275	2,358,105
1920	873,476	258,847	412,637	493,929	45,362	2,084,251

On January 1, 1906, Fort Worth ranked fifth among the cattle markets, coming after Chicago, Kansas City, St. Louis and Omaha, and not much behind the latter two.

The above figures show a grand total of 36,730,066 animals, including horses and mules, received at the Fort Worth Stock Yards in the past nineteen years. The increase to be noted in the several years after 1915 were the effect of the strenuous effort to keep pace with the unprecedented demands of the Food Administration.

EXPANSION OF THE STOCK YARDS

When the stock yards were constructed, their capacity was about 5,000 cattle, 10,000 hogs, 5,000 sheep and 1,500 horses and mules. The accommodation for cattle was soon found to be insufficient, and in the spring of 1904 a new section of pens was built, making room for 3,600 more. Even this extension soon proved inadequate and work was begun on another section of pens, which when completed increased the capacity to about 12,000 or 13,000 head.

A new horse and mule barn was also completed, which doubled the capacity for that kind of stock.

About two miles were added to the line of the Belt Railroad and a

roundhouse was built. Four new locomotives were also added to its rolling stock equipment.

The postoffice building was put up by the Stock Yards Company at a cost of \$3,500.

The Stock Yards proper cover about 100 acres, not including the site of the packing plants, while to the north and east the company owns a considerable tract of additional land, on which are located some seventy rent houses for employees.

A. G. Donovan is General Manager of the Stock Yards and also Vice-President and General Manager of the Belt Line Railway, with W. C. Walker as Secretary and Treasurer of both.

Previous to 1902, there was an old Belt Line here, but the system has been much improved. It now includes about nineteen miles of tracks, connecting all the railroads entering Fort Worth with the Stock Yards and packing houses. Seven locomotives are used for handling the cars, and the line gives employment to about 100 men.

HORSE AND MULE DEPARTMENT

The horse and mule department of the Stock Yards has had a steady and prosperous growth and has now a business of considerable proportions. In the summer of 1903, Messrs. Cooke & Simmons and R. C. High took possession of their brick front barn, with accommodations for nearly 1,000 head, and a year later Hicks and Anson of the Fort Worth Horse and Mule Co., took possession of the eastern barn, with capacity slightly larger than the older one. Within a year or two changes occurred, and in January, 1905, there were five other firms in good standing: W. O. Rominger, Robinson & Nance, R. G. Brown & Co., King & Whittington and I. B. Edwards & Co., each of whom was handling from 100 to 500 head of mules a week during the season and a proportionate number of horses, and in addition, William Barry was dealing exclusively in high class driving horses.

The visitor to the Stock Yards, alighting from the car at North Fort Worth, at once finds himself in a hive of industry bearing all the marks of a separate and distinct community. Half a block east from the car line is the entrance to the Yards, Exchange Avenue. The avenue is wide and brick paved, as also are the sidewalks. The first half block is flanked with stores and hotels. The Y. W. C. A. has a lunchroom and recreation rooms there, while across the avenue, on the north side, is the Stock Yards National Bank of concrete construction, as are all buildings along the avenue. Next to the bank is the office of the Fort Worth Live Stock Reporter, now in its twenty-fifth volume and under the proprietorship of R. H. McKinley, and which is devoted to the publication of stock and farm news.

The Coliseum and Exchange Buildings set back some distance from the avenue, the intervening space, except in each case for a central walk leading to the main entrance, being laid out in grounds planted with shrubs and trees.

Beyond these buildings on both sides of the avenue are the stock pens, which continue for a considerable distance until the Belt Line Railway is reached.

On the other side of the tracks, on somewhat higher ground, reached by a short flight of steps, are the towering brick buildings of the Armour and the Swift packing plants; the Armour plant lying to the north and the Swift to the south, in front of each plant being the company's main offices and the reception rooms for the visitors.

In 1908 and 1909, the Armour and Swift companies made extensive additions to their plants, with the effect of practically doubling their capacity. In 1908 the Swift Company increased the killing capacity twenty per cent by the addition of other killing beds. The hog cooler department was also enlarged thirty-three and one-third per cent, which furnished storage for a killing capacity of 5,000 head daily. Other notable increases in capacity were connected with the refrigeration, the freezer storage room for the handling of chickens, turkeys, etc., which by this time had grown to be a good sized department of the packing trade, the lard manufacturing plant and tank house. A four story building, 55x45 feet, was also put up to provide dressing rooms for the employes, and a restaurant fitted up, intended chiefly for the Swift employes, though outsiders were not barred.

Armour & Co. in 1909 spent half a million dollars in enlarging and improving their plant, their additions including: A beef cooler house, 160 feet long and five stories high, doubling the storage capacity of the plant; a house for the manufacture of oleo oil, 160 feet long and three stories high; an ice house of the same width as the original building, 160 feet and five stories high; and an addition to the fertilizer plant, 250 feet long, all the buildings being equipped with the best and most up-to-date machinery. With the completion of these additions Armour & Co. was enabled to slaughter and dress 3,000 cattle a day and 5,000 hogs in the same time.

During the same year, 1909, the Stock Yards Company spent fully \$60,000 in improvements and planned a further expenditure of \$100,000 for 1910. Extra pens were built in all departments of the yards, and the unloading facilities increased. Improvements were made with a view to encouraging the National Feeders and Breeders Show and assisting it to develop into an exhibition of fat stock second to none. To this end a large number of covered sheds were erected to the north of the Coliseum building and south of them were pens for fat cattle. The sheds had a capacity of 600 cattle and 108 horses; the pens thirty-two loads of cattle. These pens and sheds were equipped throughout with electric lights, water and sewerage, a forty-seven carload capacity was also made to the northern yards, and in the hog yards a twenty-eight-car addition was built. New railroad crossings were installed throughout the entire Belt system, and an additional locomotive purchased, this making the sixth, another mile of track was added, and a new concrete and steel Ideal track scale was installed, to replace the old one, at a cost of \$6,000; an air system was installed for the pumping of water; also a more modern system of heating the Exchange building. Twenty rent houses were also erected for the benefit of yard employes.

The improvements begun in 1910 included the erection of the bridge across Marine Creek on Exchange Avenue. This structure, costing approximately \$50,000, was one of the finest of its size in the state. The

southern yards were also paved at considerable expense, and an \$18,000 addition was made to them in the shape of eighty carload pens, seventy-nine catch pens and a new scale house. The sewerage, water and electric light systems were also extended, to keep pace with the increased capacity.

Both packing plants made a good showing for this year. An important feature added by Armour & Company in 1910 was the demonstration department, occupying a large room in the basement of the office building. In this room a neat display of the various products manufactured by the company was shown, making a most interesting and instructive display.

Two fires visited the yards in 1911, the first destroying the horse and mule barns and the second making practically a clean sweep of the entire Stock Yards. This made it necessary to entirely rebuild, and the very best that could be obtained was contracted for. The entire Stock Yards district was rebuilt as nearly fire-proof as possible, and as an extra precaution fire-walls were constructed in the various divisions. Steel, concrete and brick were used in the place of timber, and absolutely no attention was paid to cost.

Absolutely fire-proof, Fort Worth's new horse and mule barns, erected during 1911, at a cost of approximately \$300,000, are without doubt among the finest sales stables in the world. These barns are 540 feet long and 350 feet wide and have a capacity of fully 3,000 animals. Their foundation is concrete, all outside walls are of brick, all columns of steel, and the girders beams and roof slides are of reinforced concrete. The feed storage houses are veritable vaults, with automatic closing doors. Even the heat of a lighted match will prove sufficient to close these doors. All mangers are of steel construction, and the water troughs are of concrete. The only lumber in the entire building is found in the gates, food troughs, office fixtures and in the floors. The barns are divided into two general sections, each of which faces a sixty-five foot street, running from Exchange Avenue southward. This thoroughfare is paved with macadam and is devoted exclusively to the horse and mule barns. It serves as a show ground and display park for the many fine horses and stallions that are housed in the barns and thus relieves the main street, Exchange Avenue, of this traffic.

There is also a side street thirty feet wide, which may be used for show grounds. One feature in connection with these barns is the independent fire system. In addition to the pipe lines from the Stock Yard Company wells there are four fire hydrants in each division, these getting their pressure from the city water works plant. The city water is reserved exclusively for protection in case of fire. All feeding is done overhead, so that it is not necessary to enter the pens. Concrete walks lead from each feed storage room, and the feed is carried in wheelbarrows and dumped off into the mangers and troughs. Water may also be turned on in the mule barns without having to enter the pens.

There are five divisions for mules and two for horses. The horse barns are 78x190 feet, each with a total of 240 stalls. The mule divisions are 165x190 feet each, there being twenty-one pens to each section. One barn was erected exclusively for stallions, it having an accommoda-

tion for ninety-nine. Each mule barn has a comfortable capacity of 450, though many more may be accommodated if desired. Each barn is equipped with well furnished offices, sleeping rooms, etc. The lighting system is so arranged that each section is under the command of a touch button or switch, and the entire barns may be lighted by the mere move of the hand, or darkened in the same manner; but each section of the barn is so well lighted by long rows of windows that it is not necessary to use electricity except on very cloudy days. In addition, the ventilation is ideal.

The new hog yards erected after the fire are divided from the sheep house by means of an immense fire wall extending from one end to the other. The posts and roofing are of solid concrete, reinforced. This division of the yards alone represents an expenditure of \$75,000 or \$100,000.

With the exception of that portion of the Exchange building the cattle yards were entirely rebuilt in 1911, and were made better than before. In doing so an expenditure of about \$150,000 was called for. The yard office, a handsome structure of brick and cement, and the hay barns of the same material, absolutely fire-proof, are among the most modern to be found anywhere.

One feature in connection with the rebuilding of the yards is the underground chutes. These chutes run from one end of the yards to the other and lead to the packing houses. By putting them underground an unsightly construction was avoided, they are more convenient to drivers, afford a quicker way to the plants, and form another link in the chain of fire-proof structures at the yards. Concrete was also used here to good advantage.

SOUTHWESTERN EXPOSITION AND FAT STOCK SHOW

The predecessors of this organization were instituted by a few advocates of the better breeds of animals. Among the promoters were H. C. Holloway, F. J. Hovenkamp, Stewart Harrison, John I. Burgess, L. B. Brown of Smithfield and B. C. Rohme of Rohme.

The first annual exhibits were held under the trees about where the packing houses now stand, there being no buildings or enclosures, and the show was open to the public without cost. Small premiums were offered by the business men of Fort Worth, and the show increased in interest and attractions from year to year. Finally, when exhibitors came from Kentucky, Missouri, Illinois, Iowa and Kansas, the scope of the show was enlarged and an organization perfected, larger premiums offered and inducements extended to exhibitors to bring their cattle, sheep, horses and hogs to the annual meetings. The Fort Worth Fat Stock Show was finally organized and incorporated, modest, unpretentious buildings erected and additional inducements in the way of enlarged premiums were offered exhibitors. This continued for a few years, when the citizens of Fort Worth raised a fund of \$50,000 as an inducement to the Stock Yards Company to erect the Coliseum, guaranteeing by this fund that the show would continue for ten consecutive years, and that the people of Fort Worth reimburse the Stock Yard Company for any deficit accruing for the annual exhibitions. This contract

was strictly complied with, and the Fort Worth Fat Stock Show became a recognized institution throughout the country. Large exhibits of all kinds of animals, including poultry, were added from year to year.

Subsequently the Southwestern Exposition and Fat Stock Show was organized, with S. B. Burnett as President, Marion Sansom as vice-president, the secretary and general manager being changed from year to year as circumstances demanded. The present secretary-manager is Marion Sansom, Jr., who has made it a pronounced success during the years of his incumbency of office. It is now recognized as among the leading exhibitions of this character in the country, and Blue Ribbons are eagerly sought by breeders throughout the Middle and Western states.

In connection with this enterprise has been the Horse Shows. These were originally inaugurated by W. P. Galbreath, the Live Stock Agent of the M. K. & T. Railway in Texas, O. W. Mathews, formerly secretary of the Union Stock Yards, and other equine lovers and admirers. The first show was held under a large tent on the T. & P. Reservations, and most of the exhibitors were professionals, who came from Kansas City and other points and carried away the ribbons and the premiums.

The Horse Show was finally merged with the Fat Stock Show and held the arena at the Coliseum for matinee and night exhibitions. This branch has also proved a decided success, and exhibitors come hither every year from distant points to compete for premiums and purses.

It is the hope and aspiration of the management that very shortly large grounds and buildings will be secured on the banks of Lake Worth, as soon as transportation facilities to that point can be secured.

AUTOMOBILE FACTORIES

Among the most extensive and successful industries in Fort Worth is the Chevrolet Motor Company. It celebrated its fourth anniversary on November 4, 1920, on which occasion about one hundred and twenty-five of the prominent business men of the city rode to the plant in new Chevrolet cars which they had purchased during the preceding thirty days. They were royally entertained at luncheon by the management and shown through the plant.

The company owns about twenty acres of land just west of the corporate limits of the city, on which is erected a three-story, fire-proof structure 125x300 feet in dimension.

The company is capitalized at \$60,000, of which \$250,000 is owned by Fort Worth business men. During the four years that the company has been in existence it has manufactured and sold about forty thousand cars. It employs on an average of five hundred skilled mechanics, who live in Fort Worth, contributing their income to the business of the city.

The Chevrolet Motor Car Company of Texas is an adjunct of the General Motor Car Company, which is a guaranty of its substantial character aside from the business of the local company.

The Texas Motor Company is another enterprise established in Fort Worth which has constructed a large number of cars and trucks. It has a large plant in the southwestern part of the city, and has as an adjunct the Southland Tire Company. This has not been as successful as its promoters and stockholders could wish, from the fact that it did

not provide, in its organization, for a sufficient amount for working capital. It has recently undertaken a reorganization of the company, and as there are men of large wealth connected with it the hope is entertained that it will overcome its financial difficulties and become a successful and profitable enterprise.

In addition to the automobile plants above described there are 111 dealers in automobile accessories. There are thirty-six public garages and an almost innumerable number of filling stations and eight manufacturers of bodies and tops. There are twenty-four oil well supply houses, which find a ready market for their wares in the oil fields to the north and west of the city.

GEORGE W. ARMSTRONG & COMPANY, INC.

This enterprise is entitled to more than ordinary mention because of the many vicissitudes attending its development and the obstacles it has encountered and overcome.

It is a pioneer in the iron and steel business in the Southwest, and like all pioneers has had many troubles and tribulations. The initial plant was brought here from Alliance, Ohio, in 1904, where, by reason of active competition in that vicinity, it had not been a success.

The stockholders of the Alliance Company put in their machinery and subscribed to some of the capital stock of the Fort Worth Company, which was never paid for, and the citizens of Fort Worth put in considerable sums to establish the plant. Upon the failure of the Alliance people to comply with their contract additional capital was secured in Fort Worth and another effort was made to put the concern on a paying basis.

Prior to the panic of 1907 Messrs. George W. Armstrong, William Capps, William Bryce and others put up more money and borrowed money from the banks on their personal endorsements, but it was soon consumed and the company again became bankrupt. The principal stockholders, appreciating that Fort Worth was a good point for an industry of this character, continued to put up money and endorse the notes of the concern.

The first six years of its operation was a period of losses varying from \$25,000 to \$50,000 per year. None of the stockholders were familiar with the business, and every new manager wanted to change what his predecessor had done and to put more money into the plant. These managers were one disappointment after another. During these years it was establishing the value of its products and was also training young men in the organization as skilled mechanics and as business men, and the stockholders themselves were learning something about the business, which is now firmly established. It is capable of unlimited development. It is owned entirely by Mr. Armstrong and members of his family and by its employes, the latter constituting its officers and board of directors.

Its sales for the year 1920 will amount to about \$2,000,000, most of which are mill products and oil well supply products. Its product is now accepted by all the railroads of the state and by all the engineers and architects without question.

It employs around 400 skilled men, and the payroll is approximately \$500,000 per year.

It is contemplated to add at an early date a gray iron foundry, an electric furnace, two open hearth furnaces and a cotton tie mill. The present management is entitled to, and enjoys the appreciation of every citizen familiar with its history and is congratulated upon its success.

FLOURING MILLS

The first flouring mill was established by Mark Evans and was located about where the Fort Worth & Denver freight house now stands. It had a capacity of about 100 barrels per day. Mr. Evans left Fort Worth about 1880 and the mill was suspended.

The next enterprise was that of Wolcott & Blandin. Work commenced on this mill on November 28, 1874, and the first flour was ground June 26, 1875. Later Joseph H. Brown, then a leading grocer in this section, bought an interest in the mill and secured the expert services of James W. Swayne as manager. Swayne, who was called "Jim" by his friends, was educated for the law and of course knew all about the manufacture and sale of flour. The second mill was built by M. P. Bewley, whose worthy son, E. E. Bewley, is at this writing the manager of the Medlin Mills. This was followed by the Cammeron Mill & Elevator Company, which is now known as the Burros Mill. Then followed the Medlin Mills, of which Frank M. Rogers was the promoter. This mill was subsequently acquired by Mr. Bewley and is now known as the Bewley Mills. There are now four flouring mills in the city, with an aggregate daily capacity of about thirty-two hundred barrels of flour and six hundred barrels of corn meal. The total value of this production, together with the feed products, is around \$40,000 per day. Invested capital represents about \$1,500,000.

There are about 200 men employed, with an average monthly payroll of approximately \$20,000. It is well known that Texas flour, because of the dryness and hardness of the wheat from which it is produced, is better adapted for export than any other flour in the country, and in normal times there are large shipments of flour to foreign countries.

GRAIN

Fort Worth is conceded to be the largest grain market in the Southwest. There were received, up to the first of December, 1920, 14,881 cars of grain, which was largely purchased and handled by grain merchants, mills and elevators in the city.

The first grain elevator in the city was erected by Mark Evans, and stood about where the present depot of the Fort Worth & Denver City is now located.

There are at present fifteen grain elevators, representing an investment of \$4,000,000, that have a capacity of 3,000,000 bushels of grain.

Full cargoes of grain are received here from Argentine and distributed from this point to the various flouring mills throughout this section.

The grain business accounts in a large measure for the great volume of business transacted in Fort Worth.

RALSTON PURINA COMPANY

The Ralston Purina Company of Texas, known as the Purina Mills, and operating a large plant in Fort Worth, is a subsidiary company of the Ralston Purina Company of St. Louis, Mo., which has branch mills at East St. Louis, Ill., Nashville, Tenn., and Buffalo, N. Y. This corporation is the largest factor in the livestock feed business in the world; capitalized for \$9,000,000 and doing a \$26,000,000 yearly business.

The Fort Worth Mill was built in 1917 to keep pace with the rapid agricultural department and expansion in Texas. The plant, which represents an investment of over half a million dollars, is the most modern and best equipped feed mill in America. It consists of a six-story mill, a ten-story grain elevator and two cisterns for molasses, with a capacity of 75,000 gallons each, or a total of twenty tank cars. The building is fire-proof and constructed on the unit basis so that it may be enlarged from time to time to handle several times the large original tonnage output. The spout from the public elevator of the Fort Worth Elevators Company handles 1,500 bushels of grain an hour. The capacity of the mill is fifty-five hundred 100 pound bags of Checkerboard Chows per day, which can be loaded in seven freight cars at the same time.

The company maintains a research department, which keeps in touch with the feeding problems in Texas and carries out special experiments and research work. Educational literature is distributed throughout the state, keeping the feeders in touch with all the latest scientific developments in the farm stock industry. Fourteen salesmen cover Texas, and the number is being increased as fast as territories are developed and capable men are found to fill them. Special courses on animal nutrition are being given to Texas feeders by experts who have given their lives to the study of hogs, steers, dairy cows, horses and poultry. The Ralston Purina Company is educating the farmers throughout the state as to the best methods of handling their farm crops and produce. Timely advice is given regarding the best disposition of their crops. Specialists show how to supplement home grown products with manufactured products so as to get maximum results.

COTTON

Fort Worth is one of the leading cotton markets in Texas and probably purchases and handles more cotton than any interior point in the state. The direct purchases for the last year by the cotton factors in this city amounted to over 600,000 bales. This is below the normal amount handled by Fort Worth interests, as the cotton crop was unusually short in 1920. Ordinarily Fort Worth will handle around one million bales of cotton per year.

There are several large firms engaged in the business both for domestic and export trade. Several large, exclusive cargoes have been purchased here for export to Japan.

The first cotton compress erected in this city was by Col. E. W. Morton and was located near the foot of Commerce Street. The first bale of cotton was compressed on the 17th day of September, 1877, with appropriate ceremonies. On September 2, 1878, a second compress

was erected, which now stands on Pecan Street, near Tenth Street. It is now owned by the cotton firm of Neill P. Anderson & Co., and has a capacity of 100,000 bales per annum.

This firm is now erecting, and has near completion, a cotton warehouse on the Denver & Rock Island Railroad, in the northeastern portion of the city, with a storage capacity of 10,000 bales.

COTTON SEED PRODUCTS

Fort Worth has four of the most modern cotton seed oil mills in Texas, with a combined investment of about \$1,500,000, and a daily crushing capacity of approximately 500 tons of cotton seed.

The combined purchases and crush of the four mills for the season of 1919-20 were 16,000 tons, which, at the average price of \$70 per ton, aggregate \$4,200,000 paid to the farmers for cotton seed.

The four mills employ 150 men, with an annual payroll of \$250,000. Fort Worth is the greatest distributing point in Texas for cotton seed cake on account of its proximity to the cattle trade of West and Northwest Texas and because of its favorable location and transportation facilities offered by the many railroads that center here.

COTTON OIL MILLS

Among the many industries which contribute to the prosperity and business activities of Fort Worth and its tributary territory that of the Cotton Oil Mills occupies a prominent place. They furnish to the farmer a ready market for his cotton seed and about \$4,250,000 are annually paid for this one product of the farm.

There are four of the largest and most modern Cotton Oil Mills in the South located in Fort Worth, representing an investment of \$1,500,000, with a daily crushing capacity of five hundred tons of seed of the value of \$5,000,000. It is the largest cotton seed market in Texas, owing to superior transportation facilities and because of its proximity to the vast cattle raising and feeding area.

WOMEN'S READY TO WEAR

The largest factory for the manufacture of "Women's Ready to Wear," outside of Cleveland and New York, is that of the Stripling-Jenkins Company of Fort Worth.

They manufacture coats, suits, dresses, waists, middies, in fact anything that women wear.

This concern was started in April, 1910, with one machine. It was then called The Goodtex Company. It was incorporated in May, 1912, under the name of Stripling-Jenkins Co., with a capital of \$25,000, employing eleven operators and had ten machines. It is now using 150 machines and have 175 employes. It occupies a four-story "all day light" factory, with 20,000 square feet of floor space.

It is one of the most successful and prosperous enterprises in the city. It is taking advantage of the prospective closer business relations with Mexico and is sending representatives there to solicit orders. The initial order has been received and was reported to the Directors of the

Chamber of Commerce as evidence that it is worth while for Fort Worth to encourage commercial relations with Mexico.

MEN'S GARMENTS

There are at present five concerns in Fort Worth engaged in the manufacture of overalls, jumpers, pants, middy blouses and ready to wear for men. The capital invested is approximately \$675,000, they employ 500 people with a payroll of \$10,000 per week.

The first successful enterprise of this nature in Texas was organized in Fort Worth in 1902 with Byron Miller as president and general manager, and practically all of the overall industry in Texas has been the outgrowth of this one concern.

The Fort Worth plant had extensive contracts with the government during the war for the manufacture of uniforms for the soldiers.

ACME BRICK COMPANY

This enterprise is one of the most successful in this city where industrial enterprises have been a pronounced success.

It was organized in 1893, with a capital of \$50,000, and with a "Face Brick" capacity of a little over a million brick per year. It has grown to an institution with capital stock of \$600,000, with capacity of twenty-five million brick per year.

Its officers are W. R. Bennett, president; William Bryce, vice-president, R. E. Harding, treasurer, and J. E. Fender, secretary.

It has plants at Milsap and Denton, and offices are maintained in all the principal cities of Texas, Louisiana and Oklahoma, and its products are distributed in other states through the medium of agencies.

By the use of the most up-to-date machinery known to the ceramic industry practically any kind, color or texture of facing brick is manufactured by this concern.

The number of men employed varies from 275 to 325, with a monthly payroll running from \$35,000 to \$50,000.

COBB BRICK COMPANY

In the year 1907 the International & Great Northern Railroad purchased three acres of gravel in the southeastern suburbs of the city for ballast for their road. In taking this gravel off they uncovered a bank of blue shale, which, on being tested, showed that it was suitable for brick, tiling, etc.

The Cobb Brothers started a brick plant with a capital of \$30,000, with a capacity of 20,000 brick per day, which was subsequently increased to 40,000. The dry press is used in the manufacture of these brick. The factory now manufactures fire brick, face brick, mantel brick and tile, and enjoys a good trade in Fort Worth and in the territory contiguous thereto. It employs thirty-five men, with a payroll of \$750 per week.

ATHENS POTTERY COMPANY

This is an unincorporated, joint stock association with capital to the amount of \$500,000. It was originally located at Athens, Texas, where it still has a factory. Recognizing the superior facilities for

transportation enjoyed by Fort Worth, it established its principal factory here, with branches at Wichita Falls and Mexia. Its main factory is 75x270 feet, two-stories high, and it turns out all kinds of stoneware, consisting of churns, jars, flower pots and kitchen utensils.

It employs seventy-five people and its average weekly payroll is around \$2,250.

ANACONDA GRAVEL COMPANY

This is a new enterprise recently installed on the east bank of the Trinity River. Its mission is to furnish washed gravel used in making concrete for streets and buildings. It is equipped with the most modern machinery and devices for this purpose. It has a capacity of 200 cubic yards per day and represents an investment of around \$40,000.

LUMBER

There are eleven wholesale and thirty-four retail lumber dealers in the city, and the rapid growth of town and country afford them a good market every day in the year.

THE ALEXANDER LUMBER COMPANY

This company is the manufacturer of "Circle A" interchangeable unit buildings, for which patents are pending. It also manufactures sash, doors, interior finish, boxes, crates, paints, stains, roofing and other articles of the building trade. Its plant is on the I. & G. N. Railroad Company's tracks in the southeast portion of the city. Its investment is about \$500,000. It employs 150 men, with a payroll of \$5,500 per week.

GAS WORKS

On August 31, 1876, the first gas company in the city was organized and a franchise granted the company, with J. P. Smith as president, John Nichols, treasurer, J. G. St. Clair, secretary. On November 26th a contract was entered into with John Lockwood, of New Jersey, to construct the works and lay the mains. Some idea of the extent of the plant can be gathered from the fact that it was to cost \$20,000. The plant was added to from time to time until the entire business section was supplied with gas. The works were finally sold to a new company, of which Mr. H. C. Scott, of St. Louis, was the principal owner; and it remained under his control until sold to the Fort Worth Light & Power Company, and it in turn transferred the property to the Fort Worth Gas Company, which is the present owner.

The mains and service pipes now reach to every portion of the city, and natural gas is supplied its patrons, coming from the petroleum fields in Clay County, from Ranger and Oklahoma.

ELECTRIC LIGHT AND POWER

The Fort Worth Power and Light Company, confessedly the largest concern of its kind in the Southwest, was organized in 1911.

A party of Cleveland, Ohio, capitalists, recognizing the importance of Fort Worth as a great distributing center, organized this company taking over the Citizen's Light and Power Company and the Consumer's Light Company.

Its plant is one of the most prominent industrial enterprises in the city, and being located at the north end of the Paddock viaduct, which connects the main city with North Fort Worth, it stands out prominently and cannot fail to attract the attention of the thousands of people who daily pass through this part of the city.

Its capital stock is \$4,360,000. It employs 275 people and its payroll averages \$10,000 per week.

It supplies electric power and light to the cities and towns within a radius of a hundred miles from Fort Worth.

MARBLE AND GRANITE WORKS

The Fort Worth Marble and Granite Works is the oldest enterprise of this character in the city. They manufacture mausoleums, monuments, marble, granite, stone and bronze. It has about \$25,000 invested in the plant, and its annual production averages about \$65,000. It has several traveling salesman besides its employes in the factory, and its business reaches many of the Southern and Western states. Its average weekly payroll is around \$600.

THE FORT WORTH MONUMENTAL WORKS

The Fort Worth Monumental Works, manufacturers of monuments, mausoleums and memorials in granite, marble and bronze, represents an investment of about \$20,000. It employs twelve skilled granite cutters and its production for the year 1920 was about \$80,000.

INDUSTRIES

One of the most recent industries established in Fort Worth is a factory for the manufacture of galvanized service hangers, of which Mr. John F. Shelton is the inventor.

He has invented a machine so absolutely free from irregularities that it is able to turn out the hanger as fast as the wire can be fed into the machine, and is capable of making 8,000 hangers a day. The battery of machines in the factory turn out on an average, over 7,000,000 hangers annually, representing a value of \$200,000.

The factory is unique in the fact that it is more like a home than an industrial establishment. It has a nicely furnished reception room, and the office, work rooms, lunch rooms, bath rooms and store rooms are more like a large home than a factory.

OIL REFINERIES AND PIPE LINES

There are eleven refineries in Fort Worth converting the crude petroleum, found in such inexhaustible quantities in the territory tributary to Fort Worth, into gasoline, kerosene, lubricating oils and other petroleum products. They have a daily capacity of 130,000 barrels. Information as to the amount of investment in these industries is not obtainable, but it will aggregate ten or fifteen million dollars, and the daily expenditures for crude oil and the payroll of the hundreds of employes will approximate a half million dollars per day.

There are eleven pipe lines converging here extending from the Oklahoma, Burkburnett, Ranger and Breckenridge fields to this place and to tide water at Beaumont and Port Arthur.

Pipe lines to the Oklahoma, Petrolia and Ranager fields bring hither natural gas for industries and domestic consumption.

THE TEXAS CYCLONE FENCE COMPANY

The Texas Cyclone Fence Company, successor of the Texas Anchor Fence Company, has a large and successful factory in this city.

The latter company was organized about 1902 and has grown and expanded beyond the dream or ambition of its founder. It manufactures ornamental fences, wire cages and other fixtures for banks or offices, elevator cages and almost every other article made of galvanized wire or iron of the most attractive and substantial character. It has branch factories at Waukegan, Illinois, Chicago, Detroit, Cleveland, Rochester, Philadelphia, New York, Oakland, Portland, Oregon and San Francisco. Statistics as to the amount of capital invested, annual product, number of employes and amount of payroll are not available.

CANNING FACTORY

One of the most modern and best equipped canning factories in the country is located just inside of the east line of the city limits on the T. P. and I. & G. N. Railroads. It owns twenty-seven acres of land with two two-story brick buildings, one of which is 50x100 feet and the other 50x130 feet. It is devoted to the canning of pork and beans, sweet potatoes, and manufactures jellies, jams, catsup and other condiments, and to the packing of teas, shredded cocoanut, cocoa, currants, nuts and other fruit products. It has its own printing plant producing the labels for the several brands, which are beautifully ornate. It also has a box factory completely equipped, 60x100, which manufactures all the boxes used for the canning plant, roaster, etc. There is a machine shop, 50x125 feet, thoroughly equipped to care for all the machine shop work, autos and trucks.

It gives employment to from 50 to 225 people, varying with the seasons. The factory is owned and operated in the interest of the Waples-Platter Grocery Company.

NISSLEY CREAMERY COMPANY

Nissley Creamery Company, manufacturers of Mistletoe Creamery Butter, represents an investment of \$258,000. Its annual product is around two million pounds of butter per year. Its average number of employes is eighty, with a payroll of \$2,500 per week. In addition to this it has a plant at Amarillo and other points in Texas. The amount mentioned above does not include investment in other cities.

CIGAR FACTORIES

There are four cigar factories in Fort Worth, representing in the aggregate a capital of around \$50,000. The largest of these is the L. E. Peters Cigar Manufacturing Company, which makes 150,000 cigars a month. It has a weekly payroll of about \$800. This is the largest factory making union-made cigars in the state, and its trade extends over all of the territory contiguous to Fort Worth.

THE BURDETT OXYGEN COMPANY

The Burdett Oxygen Company, manufacturers of electrolytic, hydrogen gas welding and street cutting apparatus and carbide supplies, has a capacity of 10,000 feet of oxygen and 20,000 cubic feet of hydrogen every twenty-four hours. The investment in the plant and equipment is \$238,000.

CANDY FACTORIES

There are two successful factories for the manufacture of all kinds of candy in this city. The most prominent of them is the King Candy Company, of which John P. King is the founder and president. Its capital stock is \$150,000 and it has a surplus from earnings of \$400,000. It distributes its products through all the Southern and Western states and the slogan, "King's Candies for American Queens," are household words throughout that section.

The second most successful enterprise is that of the Pangburn Candy Company.

PEANUT FACTORY

The company inaugurated some years ago to encourage diversified farming resulted in the planting and cultivating of thousands of acres of peanuts in the territory contiguous to Fort Worth. The Bain Peanut Company of Texas established a factory at Fort Worth some years ago, which has been of great benefit to the former and of profit to the owners. Their normal business runs as high as one and a half million dollars per annum, and gives employment to from 75 to 100 men and women, with a payroll of between two and three thousand dollars per month.

The cultivation of peanuts is increasing every year and is proving a profitable adjunct to agriculture.

JERSEY CREME

The Jersey Creme Company was organized in 1906 by the late W. G. Newbee and Mr. Howell.

Its capital stock is \$50,000 and it has branch plants at Chicago and Toronto, Canada. Jersey Creme is its principal product, but it manufactures all kinds of soft drinks and some flavoring extracts. Its annual production from this plant is around \$450,000, which is distributed throughout the South and Southwest.

It has twenty-two employes and its weekly payroll is about \$800. Its present officers are W. C. Stripling, president, J. B. Hogsett, vice-president, and A. M. Luckett, secretary and treasurer.

ICE FACTORIES

Notwithstanding the fact that Fort Worth is located in latitude 36.30 degrees, and snow and ice are infrequent visitors, the inhabitants of the city ought to be able to keep cool. There are thirteen ice factories in the city, with a production of around one thousand pounds of ice per day. This is an average of about twenty pounds to each man, woman and child in the city, which should be more than sufficient for all domestic purposes. But the people are not the only consumers of

ice in Fort Worth; large quantities are required for the refrigeration of meats at the three packing houses, and the train loads of fruit coming from California, for which Fort Worth is the distributing point of the Southwest, require many tons of ice daily for refilling refrigerator cars for their journey North and East.

In addition to the local and refrigerating demands for ice Fort Worth supplies many of the nearby towns and villages. Arrangements are now in contemplation for increasing the output of ice during the incoming year to a very considerable extent.

HUBB FURNITURE COMPANY

Fort Worth has for many years enjoyed the distinction of being the largest distributing and manufacturing point for furniture of all kinds in the Southwest. Desiring to take advantage of this fact and to increase the output of household and office furniture a number of the public spirited, enterprising citizens of Fort Worth organized this company in August, 1907, with W. G. Turner as president, W. E. Austin, vice-president and general manager, E. Coombs, secretary and treasurer. These, with George E. Cowden, N. H. Lassiter, and Dr. J. W. Irion, constitute the Board of Directors.

Its capital stock is \$215,000 and its annual output is around \$500,000. Plans for an increased capacity are about ready for announcement, when the output will be increased by at least fifty per cent. It will have 200 employes, with a monthly payroll of approximately \$20,000.

THE ART PRESERVATIVE

There are twenty-one publications and thirty-six printing establishments in the city. These comprise every branch known to the trade, including engraving, lithographing, embossing, blank books and commercial printing of all kinds.

The largest and most complete printing plant in the Southwest is that of the Stafford-Lowden Company. This company is capitalized at \$360,000, with net assets to more than cover the capital. It occupies a brick structure, two stories and basement, covering 200x200 feet. The amount of product for the year 1920 was about three quarters of a million dollars. It employs on the average 150 people, with an average payroll of \$5,060 per week. It is one of the many prosperous institutions of the city.

ARTESIA BOTTLING AND ICE CREAM COMPANY

This company manufactures ice cream and pure drinks, including soda waters, ciders and other beverages. Its capital stock is \$20,000 and its annual production about \$150,000. It employs fifteen men, with a weekly payroll of \$500.

MAIL ORDER HOUSES

There are three mail order houses in Fort Worth, those of Montgomery Ward & Co. and the Sears-Roebuck Co. being the largest in the country, while that of Kress & Co. is but an adjunct to their retail business.

676 FORT WORTH AND THE TEXAS NORTHWEST

The Sears-Roebuck Co. has but recently acquired several huge warehouses, which were erected for the use of Camp Bowie during the war, and from there they distribute their wares to all parts of North Texas.

THE FORT WORTH DRILLING TOOL COMPANY

This company has recently established a factory in this city for the manufacture of drilling and fishing tools for oil, gas and artesian wells.

They have erected a large plant near the tracks of the M. K. & T. Railway, south of the city, and are now employing about seventy-five men and have a weekly payroll of \$3,500. At present they are working about fifty per cent of their contemplated capacity, but expect to get to their full capacity within a few months.

THE AXTELL COMPANY

This company manufactures windmills, drilling machinery, tanks, mill and water supplies, drinking troughs, cisterns and other equipment for the farm, ranch or industrial enterprises.

It has about \$125,000 invested in its factory and employs some fifty or sixty skilled mechanics. The payroll is around \$35,000 per year. It is one of the successful industries which has grown from small beginnings.

AGEE SCREEN COMPANY

This has been one of the most successful industrial enterprises of the city. While not large, it has been constantly on the increase from its foundation. It manufactures door and window screens, with which it supplies all the territory contiguous to Fort Worth and reaches into the adjoining states as far east as Georgia. It employs about thirty skilled mechanics and has a payroll of \$800 per week.

TELEGRAPH LINES

The first telegraph line was constructed into Fort Worth in the summer of 1876. It was owned and operated by Max Elser and C. L. Frost. After the advent of the railroad it was sold to the Western Union. In 1886 the Baltimore & Ohio Telegraph Co. built into the city, but it soon sold to the Western Union.

The Western Union, the Postal and the Mackey Telegraph and Cable Company are now serving the public in Fort Worth.

COFFEE AND SPICES

Not a very large but a very successful industry is that of the National Coffee Company, importers and roasters of high grade coffee and spices.

The company is capitalized at \$45,000. Its monthly payroll is \$1,260. Since these goods are manufactured almost exclusively by machinery very few men are employed.

FRUITS AND FLOWERS

There are half a dozen nurseries in Fort Worth and its suburbs where shade trees, fruit trees, vegetables and flowers of all kinds are cultivated for the market.

These are all equipped with the most modern devices and appliances for the cultivation of fruit trees, shrubs and flowers. The products of these nurseries are shipped to all parts of the Southwest in large quantities in addition to supplying the home market with everything useful and beautiful that could be desired.

CLEANLINESS

Fort Worth has every facility for keeping clean. It has an inexhaustible supply of pure water from Lake Worth, and there are a dozen steam laundries and forty-seven cleaning and dyeing establishments, which ought to enable the residents of Fort Worth to keep clean.

COLLINSVILLE MANUFACTURING COMPANY

This Company was organized in Collinsville, Texas, in 1904, with a capital of \$5,000, for the purpose of manufacturing Acetylene Gas Generators. In 1906 it moved to Fort Worth and enlarged its business to include sheet metal work of every character, including fire-proof doors and windows, cornices and sheet metal roofing. The capital was increased to \$10,000. It has been a phenomenal success in every way.

It now employs about forty mechanics and does an annual business of more than \$200,000 and has a weekly payroll of \$2,000.

Mr. S. A. Mencer is the president and general manager of the Company.

THE DOUBLE SEAL RING COMPANY

The Double Seal Ring Company began business in a 25x100 foot garage in Fort Worth, Texas, in 1915, with two machinists and two salesmen. The machinery consisted of one borrowed lathe and a surface grinder.

At the present time the Fort Worth factory of the Double Seal Ring Company employs more men in the manufacture of piston rings than does any other piston ring manufacturing company in the world. There are two modern factory buildings, 80x200 feet, which are the property of the company free of any incumbrance or debt.

The general sales offices of the company occupy a three-story, 25x160 foot office building at 2335 Michigan Avenue, Chicago, which is owned by the Double Seal Ring Company. A permanent sales force of over 150 men is employed throughout the United States and in Canada, with headquarters in thirty-five of the principal cities of both countries.

This company is the product of Fort Worth men, Fort Worth enterprise and Fort Worth genius. The general manager is Kirk D. Holland, reared in Fort Worth and a product of the Fort Worth schools.

An effort has been made to give in full the industrial activities of the city. That success has been only partial is conceded. The industries of Fort Worth are so numerous and varied that the space allotted this subject will not admit of specific mention of many of them.

The following list will serve to corroborate this statement:

Ammonia	Automobiles
Artificial Limbs	Automobile Lens
Art Glass	Automobile Tires
Artificial Stone and Monuments	Automobile Tire Machinery

Automobile Tops	Drilling Tools
Automobile and Truck Bodies	Drugs
Automobile Windshields	Electricity
Awnings	Engines
Bags and Sacks	Engravings
Bar Iron	Feather Goods
Barrels	Fence
Batteries	Flavoring Extracts
Beverages	Flavoring Syrup
Blank Books	Floor Sweep and Disinfectants
Bran and Shorts	Flour
Bread and Bakery Products	Flour Mill Machinery
Brick	Fuel Oil and Kerosene
Brass Products	Furniture
Brooms and Mops	Garbage Cans
Blue Prints and Maps	Garments
Boilers	Garment Bags
Books, Book Binding	Garment Hangers
Boxes	Gas
Brushes	Gas Machines
Butter	Gasoline
Buttermilk	Glass Equipment
Cabinets	Glue Stock
Calf Feeds	Gray Iron
Candy	Grease
Canned Meats	Hardware
Canned Vegetables and Fruits	Hog Feed
Carriages	Hominy Meal
Cement Staves	Horse Feeds (ground)
Chemicals	Iron Products
Chili	Ice
Cigars	Ice Cream
Coffee	Ice Cream Cones
Cooperage	Ice Cream Supplies
Confectionery	Jacks
Corn Meal	Kerosene
Cotton Cleaners	Lard and Cooking Compounds
Cotton Choppers	Lime
Cotton Mill Machinery	Lithographs
Cotton Seed Cake	Lubricating Oils
Cotton Seed Meal	Macaroni
Cotton Seed Oil	Machines
Cow Feeds	Mattresses
Creosote	Meat Products
Culverts	Metal Goods
Cup Grease	Mill Work
Cylinder Oil	Millinery
Distillate	Mirrors
Dolls	Naphtha
Drilling Machinery	New Publications

Oil Mill Machinery	Silos
Oil Well Supplies	Smoke Stacks
Oleomargarine	Soft Drinks
Ornamental Iron and Ware	Structural Steel
Overalls	Stuffing Boxes
Oxygen	Syrups
Packing House Products	Table Sauces
Paint	Tallow
Patent Medicine and Compounds	Tanks, Cypress
Patterns	Tank Flanges
Peanut Butter	Tanks, Steel
Peanut Oil	Tarpaulin
Picture Frames	Tents
Pigeon Feeds	Tinware
Piston Rings	Tile
Planing Mill Products	Tires, Steel
Plating	Toilet Preparations
Portable Houses	Tools
Potato Chips	Trunks
Pottery	Umbrella Covers
Poultry Feed	Upholstering
Pumps, Pump Valves, Floats, etc.	Vaccines
Refinery Equipment	Varnishes
Rendered Products, Fats	Vinegar
Roofing	Violins
Rugs	Vulcanizing Machinery
Rubber Stamps	Wagons
Saddles and Harness	Wagon Sheets and Cotton Duck
Sash and Doors	Products
Screens	Wax, Petroleum
Seals and Stencils	Well Machinery
Semi-Steel	Windmills
Serums	Wire and Wire Goods
Sheet Metal	Women's Garments
Show Cases	Wood Saws
Signs	

Many of these have been treated more or less elaborately. There are others, worthy of special mention, of which the management have failed, and in some instances declined to furnish the details necessary to a proper description of the enterprises.

Enough has been said to indicate that Fort Worth is a manufacturing city of no mean proportions.

CHAPTER LII

WAR ACTIVITIES OF FORT WORTH

It was natural that Fort Worth should be selected by the Government as the location for great military activities during the war.

The great railroad facilities of this city reach directly all the larger cities of Texas, and those of the adjoining states, hence, the city naturally came to the notice of the Government for its excellent distribution facilities. The great packing houses and grain elevators made this city a concentration point for bread and meat.

The Government had full cognizance of the city's strategic location for locating here the Bureau of Grain Standardization for North Texas, Oklahoma and Louisiana; the Bureau of Markets for Texas, New Mexico and Arizona; the Bureau of Federal Grain Inspection; the Department of Grain and Hay, and the Country's Federal Highway Department for the states of Texas, Oklahoma, Arkansas and New Mexico. These departments made Fort Worth the greatest United States Agricultural Exchange in the Southwest.

The Government doubtless made recognition of the facilities of the city by establishing at Fort Worth as early as July, 1916, an Army Supply Base for the United States Army operating in Mexico. This depot, however, was only short-lived, but was revived in a more varied extent at the outbreak of the World war.

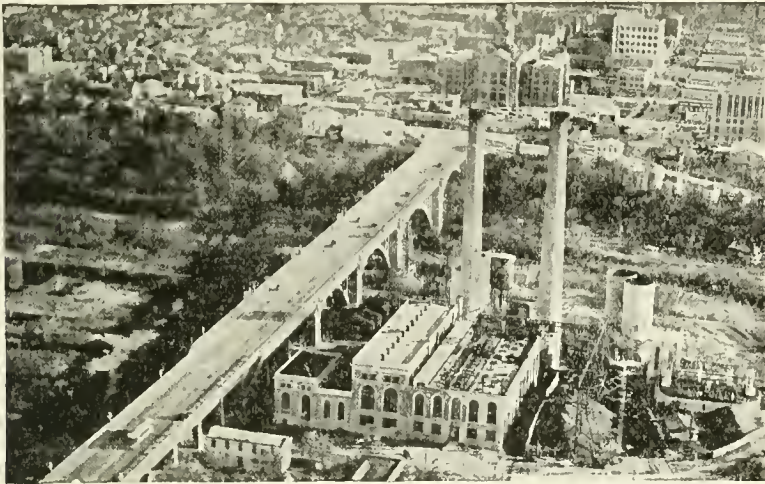
In June, 1917, a Military Committee, headed by Major General Morton, visited Fort Worth and other cities of Texas, relative to the location of an Army Cantonment. The citizens of Fort Worth offered to this committee, without rental, a tract of land immediately outside of Fort Worth and adjacent to the city, consisting of approximately 1,410 acres. The Fort Worth Chamber of Commerce, acting for the citizens of Fort Worth, agreed to give this tract of land water and sewer connection, with a two-way hard surface road, double street car track, railway spur connections, light and telephone connections, all without cost. This tract of land was divided into lots and was estimated to include approximately a thousand owners, and hence the Chamber of Commerce in pledging this same tract of land to the Government showed supreme confidence in the loyalty and patriotism of the people of Fort Worth, that they would surrender the use of their land without charge. In July of the same year the Government notified the Chamber of Commerce that their offer of the cantonment site was accepted.

The construction of the camp was begun immediately and was ready for occupancy about the first of September following. The physical improvements of the cantonment were estimated to have cost \$2,225,000.

A full division of the army was maintained at the cantonment, which approximated in number 30,000 men, under the command of Major General St. John Greble, who remained in command of the division throughout the training period. The troops that constituted this division consisted solely of boys from Texas and Oklahoma.

Further additional training facilities were provided by the Fort Worth Chamber of Commerce, such as a target range, comprising 750 acres, located just west of the cantonment; a trench training area, some two miles southwest of the cantonment site, along the Stove Foundry Road, comprising 125 acres; and an artillery range, located west of Fort Worth, on the old Weatherford Road, comprising 2,000 acres. These additional facilities were likewise furnished to the Government by the citizens of Fort Worth through its Chamber of Commerce without rental.

The aviation construction program at Fort Worth was probably the greatest in the entire country with the exception of San Antonio. Three regulation aviation fields were located in the proximity of this city. The first field, originally known as Hicks Aviation field and later



PADDOCK VIADUCT

changed to Talliaferro field, was located on the Fort Worth and Denver Railroad, nine miles north of Fort Worth, at a station known as Hicks. This field consisted of 688 acres and was considered one of the best flying fields in the entire country. The second field was located on the International & Great Northern Railway, nine miles southwest of Fort Worth, near Everman. This field was originally known as the Everman field but later changed to Barron field, and consisted of 633 acres.

The third field was located six miles west of Fort Worth, on the Texas & Pacific Railroad, near Benbrook. This field was originally called Rall field but later changed to Carruthers field.

These fields were provided by the Chamber of Commerce at a rental of approximately six dollars per acre per annum, which was in one instance less than one-half the actual amount in rental that the Chamber of Commerce was obliged to pay for same.

Railroad and telephone connection and good roads to the several fields were provided by the Chamber of Commerce. In addition to these three Aviation fields the Chamber of Commerce provided some three or four

additional tracts of land, which were used as special training areas, located adjacent to the several Aviation fields. One such area was the Aerial Gunnery range at Hicks, adjacent to Talliaferro field. This range consisted approximately of 11,000 acres and was used as a Target training area, being the only one of its kind in the Middle West.

The construction of these fields began about August 1, 1917, and were occupied about the first of October. The total cost of these fields was estimated at three and one-half million dollars. On the completion of these fields the British Government transferred from Canada its Aviation training to Fort Worth. Major General Hoare was in command. Approximately 3,000 Canadian aviators were trained at these fields in addition to a large number of American aviators, who were placed under the direction of the British officers for military training.

About April 1, 1918, the British aviators returned to Canada and the fields were occupied by American aviators under the command of Col. David Roscoe. Approximately 5,000 American aviators were in constant training at these three fields.

At the conclusion of the war these fields were abandoned by the Government and sold at public auction.

The Government located at Fort Worth, about three miles north of the city, the Argon Gas Plant, at an added cost of approximately \$500,000, and connected it by a 12-inch gas main to the Petrolia Gas Fields at an added cost of \$1,500,000. This plant manufactured helium gas for balloons. This gas was a closely guarded secret and even the people of Fort Worth scarcely knew that the plant was located so near the city. The great value of the gas is that it is not inflammable and hence it was of great military importance.

The Army Camp Cantonment area after its dismantlement was rapidly built up as a fashionable residence section. The water and sewer lines, hard surface roads, excellent street car facilities, which were placed there for the benefit of the camp, afforded immediate inducements to the owners of the land to build residences.

The activities of the citizens of Fort Worth in war work was no less extensive than in their co-operation with the Government in providing facilities for the training of troops. The various quotas assigned to the citizens as subscriptions to Liberty Loan Campaigns, Red Cross, United War Activities, Knights of Columbus, Salvation Army, Y. M. C. A. and Y. W. C. A., War Saving Stamps and the like were all promptly subscribed and in every instance over-subscribed.

The method of subscribing the Liberty Loans quota was unique enough to mention here, and will likewise serve as an illustration of the loyalty and Americanism of its people. At the beginning of every Liberty Loan drive a dinner was served at the Metropolitan Hotel by the Chamber of Commerce, to which the public was invited. At this dinner the allotment of Fort Worth was explained and the people were called upon to subscribe. In most cases every citizen present, and there were usually some four or five hundred, arose in his turn and announced the amount of his subscription before the gathering and it was very seldom that any man went away from the dining-room that evening that had not subscribed. This method of raising war funds was adopted in raising the quotas of all war drives.

CHAPTER LIII

"There is properly no history, only biography."—Emerson.

"Biography is the most universally pleasant, universally profitable, of all reading."—Carlyle.

"As it often happens that the best men are but little known, and consequently cannot extend the usefulness of their example."—Fielding.

The following biographical sketches are of men who came to Fort Worth when it first attracted general notice, and who aided by their work and money to lay the foundation of the city—and most of whom have answered the last "roll call."

It is considered appropriate that this record should be made of their activities, their public spirit and generous contribution to the upbuilding of the city.

It is a matter of regret that they could not have lived to witness the consummation of their efforts, hopes and aspirations.

JOHN PETER SMITH

Among the many progressive public spirited citizens of Fort Worth who assisted in laying the foundation for its present prosperity, Col. John Peter Smith stands pre-eminent. In all its history Fort Worth has not had a citizen more enthusiastically devoted to its material welfare than he. He contributed liberally to every public enterprise and was always ready to assist every worthy individual even to the extent of his personal financial embarrassment.

Coming to Fort Worth in 1853, he acquired a considerable amount of lands in the city and county when it was comparatively cheap, and its increase in value brought him a considerable fortune for that time. He was of a generous disposition and never knew how to say no to anyone who solicited pecuniary aid. He went on every man's bond and signed every man's note who applied to him for financial assistance.

Colonel Smith was born in Owen County, Kentucky, September 16, 1831. He was raised on a farm and after the deaths of his father and mother, in 1844, went to live with his cousin, W. H. Garnett, of Owen County, whom he selected as his guardian. Here he worked on the farm, attending school during the winter months. His guardian kept him in the best schools in the neighborhood and in 1849 entered him in Franklin College, Indiana, where he remained ten months. In September, 1850, he went to Bethany College, Virginia, where he remained for three years. Sharing the honors of his classes in ancient languages and mathematics, he graduated from Bethany with the class of 1853, and in July of that year returned to his home in Kentucky. He left Kentucky in November, 1853, for Texas. He visited Fort Worth and was so fascinated with the beauty of the place and surrounding country that he determined to make it his future home.

In January, 1854, he opened the first school taught in Fort Worth but after three years he closed it on account of failing health. He needed outdoor employment and a more active life than the school afforded and

turned his attention to surveying, an occupation which he pursued at intervals until the year 1860. While engaged in surveying he also read law, and without attending any law school was admitted to the bar and was a successful practitioner in the city and Federal courts.

In 1861 he opposed a vote against secession but, when war was declared, deemed his allegiance due first to his state and her people. He enlisted in the Confederate Army and served until the close of the war. He assisted in raising a company of 120 men in Tarrant County, and with them was mustered into service at San Antonio as Company K, Seventh Texas Cavalry, which served during the war in New Mexico and Western Louisiana. He participated in the principal engagements of the Army of West Louisiana, was at the capture of Galveston from the Federal forces in January, 1863, was severely wounded June 23, 1863, near Donaldsonville and slightly wounded at the battle of Mansfield, Louisiana.

In 1864 he was promoted to the rank of colonel of his regiment, which position he held until the close of the war, when he disbanded his regiment on the Trinity River in Navarro County in May, 1865. He returned to Fort Worth and resumed the practice of law in association with Judge H. G. Hendricks. In 1874 he joined Major K. M. Van Zandt and J. J. Jarvis in the purchase of the interest of James B. Wilson in the banking firm of Tidball & Wilson, and participated in the organization of the firm, Tidball, Van Zandt & Co., which firm was finally merged into the Fort Worth National Bank.

Colonel Smith was a charter member and the first secretary of Fort Worth Lodge No. 148, A. F. & A. M. He was never a candidate for any political office except that of mayor of Fort Worth, which office he held for two terms.

He was married in Tarrant County, Texas, October 16, 1867, to Mary E. Fox, widow of Dr. F. A. Fox, of Mississippi. They had four children, James Young, Peter, Florence and William Beall. Both Colonel Smith and his wife were earnest working members of the Christian Church and were liberal contributors to church charities and enterprises.

Colonel Smith was the promoter and owner of the first gas works in the city, a charter member and part owner of the first street railway, a large stockholder in the El Paso Hotel, the first hostelry of any importance in the city, a director of the Fort Worth National Bank and many other industrial and commercial enterprises.

Colonel Smith died in St. Louis on April 11, 1902. A number of the early settlers of the city raised a fund for the erection of a simple monument to his memory, which stands opposite the City Hall, at the intersection of Jennings Avenue, Throckmorton and Tenth streets.

WALTER A. HUFFMAN

One of the early citizens of the city worthy of mention in this chapter is the subject of this sketch. Unfortunately he has no descendants living in the city from whom his activities and achievements can be obtained. His widow and son now live in Siam.

He was a man of great energy and activity. He was engaged in the agricultural implement business in the early days, but this field afforded

him limited scope for his activities, and he disposed of his holdings and engaged in larger enterprises. He acquired the Street Railway on Main Street and extended it for many miles across the river to the North Side. Under his direction the city of Fort Worth was the first in the United States to be equipped with electricity. In this connection he acquired large land holdings on the North Side.

He owned large real estate holdings in the city and erected many substantial business houses on Main Street and other parts of the city. He was a liberal contributor to every public enterprise calculated to promote the interests of the city.

These extensive operations necessitated the borrowing of large sums of money, and the panic of 1893 was his undoing. Being in feeble health at the time, he was unable to give that personal attention to his affairs that their importance demanded. He died in Chicago. Had he lived and retained his health and vigor he could have weathered the storm and amassed a large fortune.

He is remembered with high regard by all who knew him.

JOSEPH H. BROWN

Among the many who contributed of their time, talent and money to laying the foundation of this city was the subject of this sketch. He was born in Scotland, November 22, 1842, the son of J. William Brown, a grain merchant. He received his education at Dundee. In 1859 he came to America and located in Chicago, where he was a clerk for James Duffee, a cigar and tobacco merchant, until 1863, when he engaged in business on his own account. From there he went to Fort Scott, Kansas, where he remained till 1873, when he came to Fort Worth and established a retail grocery store, which grew and prospered until it developed into the largest wholesale grocery establishment south of St. Louis at that time; and his name, as a business man, became known and honored over the northwestern part of Texas.

He was a liberal contributor to every enterprise for the promotion of his city; he never thought how small a contribution he could make but what was his share.

He was twice married. His first wife was Mrs. Mary Oliver, who died in Fort Worth. He was married a second time, to Nellie M. Chick, of St. Louis, a daughter of W. H. Chick, a wholesale grocer of that city.

He had three brothers, George, James and William, the latter of whom still resides in Fort Worth.

He died in December, 1890.

WILLIAM HENRY DAVIS

William Henry Davis was born in Mecklenburg County, Kentucky, September 13, 1820.

He went to California during the gold excitement in '49, and remained there about two years, when he returned to Missouri.

He was married to Sarah Ellen Peyton in Calloway County, Missouri, near Fulton, January 21, 1852. They had one child, Sarah Elizabeth, who is now the wife of Newton H. Lassiter, of Fort Worth.

Mr. Davis moved to Henry County, Indiana, in 1853, where he remained until 1866, when he came to Texas and settled at Fort Worth and engaged in a general merchandise business. For many years his was the largest business in the city. His store was located at the corner of Weatherford and Main streets.

About 1875 he removed to Oak Grove in the southern part of Tarrant County, where he continued in business for several years, when he retired. He had made fortunate investments in real estate, the enhancement of which provided a handsome competency for his family.

He was one of the original stockholders and directors of the first National Bank, which position he held until his death.

He was a man of strong convictions on all public matters, and was universally admired and esteemed by all who knew him. His death occurred February 13, 1905.

DR. WILLIAM PAXTON BURTS

The subject of this sketch was born in Washington County, Tennessee, December 7, 1827. He was the third of a large family of eleven.

He attended school at the Martin Academy at Jonesboro and subsequently at Washington College, Greenville, Tennessee. He chose the profession of medicine for his life work and graduated in 1852 at Geneva Medical College, Geneva, New York.

In 1858 he came to Fort Worth and pursued his profession until 1872, when he engaged in merchandising under the firm name of Newman, Young & Burts.

This did not appeal to him as a life work, and he soon returned to the practice of his profession, which he continued until his death.

He was married on October 23, 1852, in Green County, Tennessee, to Miss Anne G. Henderson. They had five daughters and one son. Two of the daughters are still living in Fort Worth.

He was one of the most cheerful and affable of men. His manners were easy and free from arrogance and his address attractive and assuring.

In 1873 he was elected mayor of the City of Fort Worth and re-elected in 1874, being the first mayor of the city.

He died on the 5th day of September, 1895.

R. E. BECKHAM

R. E. Beckham was one of the most forceful of the early citizens of Fort Worth. He was born in Murray, Calloway County, Kentucky, April 13, 1844.

In April, 1861, he enlisted in the Confederate Army, serving under Gen. Nathan Bedford Forrest. He was made prisoner at one time and spent four months at Alton and on Johnson's Island. After his exchange he was in Buford's command, with whom he served until the surrender at Selma, Alabama, in April, 1865.

When the war closed he began the study of law and in 1866 was elected clerk of Calloway County, Kentucky, where he continued the study of law and was soon admitted to the Bar.

He came to Fort Worth in 1873, where he followed the practice of his profession.

In April, 1878, he was elected mayor of the city in one of the most hotly contested campaigns in the history of the place. The campaign was waged on the question whether law and order should reign in Fort Worth or the city be overrun by the lawless and vicious. The better element prevailed in the election, and he soon placed many restrictions on gambling and other lawless pursuits.

He was married June 18, 1871, to Miss Mary W. Godwin, daughter of J. S. Godwin, of Murray, Kentucky, who came to Fort Worth at the same time as did Judge Beckham.

During the Greenback craze, which swept over the country Judge Beckham was an ardent advocate of sound money, and by his influence Tarrant County was kept in the sound money column. He died June 9, 1910.

No man ever enjoyed the full confidence and esteem of his fellow citizens more highly than Judge Beckham.

DR. ISAAC L. VAN ZANDT

Dr. Isaac L. Van Zandt was one of those who came to Fort Worth in the early days and aided in laying the foundation upon which the city of Fort Worth was builded.

He is a native of the Republic of Texas, the son of Isaac Van Zandt and Frances Cooke Lipscomb and was born January 5, 1840, in a one-room log cabin in what is now Harrison County, about eighteen miles east of the now prosperous city of Marshall. He was educated in the schools of Marshall and completed his academic acquirements at Franklin College, Nashville, Tennessee, at which institution he graduated in 1857. Returning to Marshall, he began the study of medicine. In 1861 he enlisted in the Confederate Army as a private in Company D, Seventh Texas Infantry. After two years' service in the ranks he was transferred to the Medical Department, and continued therein until the close of the war. Returning home, he resumed his medical studies and was graduated at the University of Louisiana in New Orleans in 1867. In April, 1867, he was married to Miss Ellen Henderson, of Marshall, Texas, and immediately thereafter he left Marshall and settled in Dallas, Texas, where he remained one year. In 1868 he came to Fort Worth and engaged in the practicing of medicine, being associated with Dr. W. P. Burts and later with Dr. E. J. Beall.

Dr. Van Zandt is an honored citizen of Fort Worth, whose life has been full of good works. His children are: Frances, the only daughter; Claude, Luther, William L., John H. and Isaac L., Jr.

CAPT. M. B. LOYD

The subject of this sketch was a peculiar character. He disliked notoriety and consequently has left no record of his activities. He was born in the State of Kentucky, and claimed to be the only Kentuckian who did not come from the "Blue Grass" region. He went from Kentucky to Missouri and thence migrated to Texas in the fifties; the exact date is not obtainable. He engaged in cattle and horse raising and

amassed a comfortable competency. In the war between the states he served as captain of a company of cavalry doing duty on the border between Mexico and New Mexico.

In 1873 he engaged in business, being the senior member of the firm of Loyd, Marklee & Company. He soon sold his interest in that concern to W. J. Boaz and J. F. Ellis and proceeded to organize the First National Bank in 1877, of which he was president until his death. He was always a friend of the poor and needy if worthy of aid and assistance. Numerous men in Fort Worth were the recipients of financial aid in times of stress. In his own way and without ostentation or publicity he was charitable and benevolent. He died on the 16th day of April, 1912, leaving an estate of over a million dollars, which was divided between his daughter, Ruth, and her two children, Thomas L. and Ann V. Burnett.

MAJOR J. J. JARVIS

Major J. J. Jarvis, who was one of the most able jurists of the State of Texas, was born in Surry County, North Carolina. At the age of seventeen, he migrated with his parents to the State of Tennessee, where he remained three years, and then removed to Nebo, Illinois, and there studied law with Judge W. D. Sawers, a very able and prominent lawyer of that city. Major Jarvis was admitted to the bar in 1856, and was licensed by the Supreme Court of Illinois, after which he removed to Texas in 1857, and was licensed by the Supreme Court of Texas in the same year, and immediately entered upon a large and remunerative practice, and at the same time wielded the editorial pen for a popular paper of his town. Major Jarvis' ability, both as a lawyer and a journalist, when a young man, won for him the applause and admiration of all who knew him and the stranger who read his paper. As an editor he was brilliant, firm and fearless.

Actuated by the ethics of journalism, he struck with vim the offenders of public policy. For two years Major Jarvis dictated to the public through the silent medium of the press, after which time he vacated the editorial sanctum and devoted himself exclusively to the practice of law until the War of 1861. Major Jarvis, being devoted to the interests of his country, and realizing the fact that his services were needed, enlisted in the Tenth Texas Cavalry, and served in the capacity of Adjutant Major. He was a brave, gallant and commanding officer, was in several battles, and was slightly wounded at the battle of Murfreesboro, Tennessee. At the close of the war he was appointed by Governor Hamilton district attorney of the Sixth Judicial District of Texas, in which position he served for two years, with much credit to himself and honor to the courts. About the close of his term of office he was married at Marshall to Miss Ida C. Van Zandt, youngest daughter of Isaac Van Zandt and Frances C. Van Zandt.

Major Jarvis came to Fort Worth in June, 1873, and entered the law firm of Hendricks & Smith, and at once took a leading position at the bar in this district. When the firm of Tidball, Van Zandt & Co. purchased the interest of Wilson in the Tidball & Wilson Bank, Major Jarvis took his share and remained with the firm until it was merged into the

Fort Worth National Bank, when he was elected a director and vice president, which positions he continued to hold until his death.

He became one of the largest real estate owners in the city, having purchased a large acreage of the Toombs & Crawford's holdings along the west fork of the Trinity, and in city and suburb properties. He also purchased extensive ranch properties in Hood and Erath counties.

When Add-Ran College was moved from Thorp Springs to Waco Major Jarvis acquired the Thorp Springs property, enlarged it, endowed it and was its ardent supporter.

He was a large contributor to every public enterprise calculated to advance the business interests of the city. He represented Tarrant County for two terms in the State Senate, and his only other political activity was that of alderman of the city in the early '70s.

Major Jarvis died on the 20th day of January, 1914, leaving a widow, two sons, Van Zandt Jarvis and Daniel Jarvis, and a daughter, Mrs. John I. Burgess.

DR. CARROLL M. PEAK

The subject of this sketch was the earliest settler at the post of Fort Worth except those who came with the troops.

Dr. Peak was born in Gallatin County, Kentucky, in November, 1828. The ordinary schools of the country afforded the principal means of education in those days, as in these, and a grammar school subsequently taught in the county town was where his education was acquired. Choosing the medical profession as his life's work at the age of twenty, under competent preceptors, he entered on the regular study of that profession and in March, 1851, graduated at the University of Louisville.

In the spring of 1852 he came to Texas and settled at what was then known as the Three Forks of the Trinity, which has of late years grown to the city of Dallas.

In the spring of 1853 he returned to Kentucky, where he was married, and with his wife returned to make Texas his home and settled in Fort Worth. He was a surgeon of the Post under Major Arnold, and his eldest child, Howard W. Peak, was born in one of the rude buildings which constituted the barracks.

Dr. Peak was a man of more than ordinary ability and judgment and was always at the front in every enterprise calculated to upbuild the city. The most conspicuous service rendered by him was his advocacy of public free schools. When this question was presented to the people of Fort Worth Dr. Peak was an ardent worker for the cause. His advice and assistance was sought by those who believed with him in the public free school system. In season and out of season he presented arguments in favor of making Fort Worth an independent school district.

He did not acquire much of this world's goods, but, being the possessor of some property on upper Houston Street, he was enabled to leave a competency for his widow and children.

Besides his son, already mentioned, he had three daughters, Clara, Lily and Ollie, the two latter of whom are still living.

Dr. Peak died February 28, 1885.

JUDGE G. A. EVARTS

Among the most prominent members of the bar who came to Fort Worth when it was a frontier village was the subject of this sketch.

He was born in the northwestern territory, (now Ohio), in the month of August, 1797. His father died when he was about five years of age, leaving a widow with seven children, the training and education of whom devolved upon her. She was a fine scholar and had had every advantage that means and position could give, under the guidance of Dr. Wheelock, president of Dartmouth College, New Hampshire, and was therefore capable of directing the education of her children.

In the spring of 1812 Judge Evarts entered the state university at Athens, Ohio, from which he graduated. In 1818 he went to Kentucky and taught in a seminary for four or five years, reading law at the time. In 1823 he was licensed to practice law. In 1828 he moved to Indiana, settling at Fort Wayne. In 1833 he was elected district judge in the district comprising several counties north of the Wabash. He moved to Platte City, Mo., in 1843, but, owing to the ill health of his family he decided to move to Texas, which he did in the spring of 1844, and settled at Bonham, Fannin County, of which Bonham was the county seat, then embracing the territory which is now Collin, Denton, Cooke and Grayson counties, the whole number of inhabitants of which was represented by 300 voters. In 1845 he was elected to the convention which framed the constitution for the State of Texas, and served in that body with such men as Hemphill, Lipscomb and Rusk.

He was opposed to secession, and in his speeches told the people that they were sowing to the wind and would reap the whirlwind, that the secession movement would result in freeing the slaves, and that the very first gun fired would be the death knell of slavery, that the South would finally be subjugated and the slaves set free, which prediction was verified.

In 1865, after the close of the war, he was appointed Judge of the Fourteenth District, composed of the counties of Hill, Navarro and five or six additional counties. He resigned that position in 1867, and shortly thereafter moved to Fort Worth and resumed the practice of law with his son-in-law, Mr. H. G. Hendricks.

He was universally respected both for his personal character and legal attainments.

HARRISON G. HENDRICKS

One of the citizens of Fort Worth who faithfully co-operated with others struggling to build up the town was Harrison G. Hendricks. He was born in the State of Kentucky in 1819. In his youth his father moved from Kentucky to Illinois and settled near Quincy. After a brief sojourn in Illinois the family continued its march to the West and settled in Jackson County, Missouri. His school opportunities were few and his early education limited. He removed from Missouri in 1846, settling in Fannin County, where he soon afterwards was elected district and county clerk of that county. In 1847 he was married to a daughter of G. A. Everts, a lawyer of distinction then living in Bonham, Texas. H. G. Hendricks, having prepared himself, as opportunity offered, was admitted

to practice law. About 1849 or 1850 he removed from Bonham to Sherman. In 1861 he removed to Hill County, Texas, and settled on a farm near the Brazos River, where he remained until 1866, when he removed to Fort Worth and formed a partnership with Col. J. P. Smith in the practice of law. He united heartily with those who were laboring to secure the building of the Texas & Pacific Railroad to Fort Worth, and was one of the four men who gave 320 acres to secure that end. Judge Hendricks was a man of fine character. He died March 13, 1873.

CAPT. J. C. TERRELL

Capt. Terrell, one of the most prominent lawyers, capitalists and real estate owners of the city, was born in Missouri in 1831. His parents were among the pioneers of Missouri, having migrated at an early day from Virginia. Captain Terrell's early days were spent upon his father's farm and in hunting and fishing, of which he was very fond.

Studying law in the office of his brother, Hon. A. W. Terrell, he was admitted to the bar in 1852, in the State of Missouri. In the same year, true to the instincts of a pioneer family, he sought his fortunes on the golden sands of the Pacific slope, and though but a stripling he undertook the perilous feat of crossing the plains in company with some bold adventurous spirits like himself. After encountering almost incredible hardships, an account of which would fill a volume, these adventurers reached California. Captain Terrell entered at once upon a large practice in this new field, and soon accumulated a handsome little fortune.

In 1857 he went to see his mother, who had now returned to Virginia, to the home of her childhood, and in the winter of 1857-58 came to Texas, visiting among other towns Fort Worth, then in the swaddling clothes of earliest infancy. Attracted by the beautiful location of Fort Worth and its surroundings, he determined to locate here permanently. Opening an office, he and his partner, Col. D. C. Dade, did a lucrative practice in Tarrant and surrounding counties.

Captain Terrell was a zealous Union man, and though he did not take the stump in opposition to secession, he exerted himself against it in every other honorable way. Notwithstanding his devotion to the Union, when he saw that the war was inevitable he was unable to stand an indifferent spectator whilst his country was being invaded, and in 1862 he raised a cavalry company in Tarrant County and joined Waller's Battalion, General Green's Brigade. Captain Terrell remained with his company as captain until the close of the war. He refused promotion frequently, as it would have necessitated a separation from his company. He participated in all the battles fought in Louisiana, when General Banks invaded that state, and achieved for himself an enviable reputation as a military officer. No captain in the Trans-Mississippi department was more beloved by his men, for while he always bore himself with becoming dignity toward his soldiers, his head was not turned by a little brief authority, as was unfortunately the case with too many officers during the war. After the war Captain Terrell returned to Fort Worth and resumed the practice of law, to which he gave his exclusive attention.

In 1872 Captain Terrell married Miss Mary V. Lawrence, a most estimable and accomplished lady, whose parents came to Dallas county at a very early day, and, like Captain Terrell's parents, belonged to a race of pioneers.

To this union there were born five children, two sons, John L. and Alexander W., and three daughters, Josie C., Sue and Mary. The eldest son and daughter are dead.

His wife died November 23, 1885, and on November 30, 1887, he married Miss Mary Peters Young, of Marshall. She died on the 16th day of October, 1920. Captain Terrell died on the 15th day of October, 1909.

WILLIAM GARLAND NEWBY

William Garland Newby, banker, was born at St. Charles, Missouri, March 11, 1858, son of John Henry and Mary Ann Newby. His father, a native of Virginia, removed to Texas in 1874 and settled on a ranch in Parker County. The son received his education in public and private schools. He began business life in 1876 with the wholesale grocery house of Joseph H. Brown, Fort Worth, then the leading concern of its kind in Texas, and eventually became its general manager. In 1890 he became cashier of the Trader's National Bank, and although he had been without previous banking experience he was soon rated one of the most dependable financiers in Fort Worth. In 1899, upon the organization of the American National Bank, he was made president of that institution, and remained in that relation until his death. He was also president of the Burdette Oxygen Co.; vice president of Fort Worth Life Insurance Co., and the Ward-Harrison Mortgage Co.; treasurer of the Wortham-Carter Publishing Co., and director of the Fort Worth & Rio Grande Railway Co., Trinity & Brazos Valley Railroad Co., Thurber Coal Co., and the Jersey-Creme Co. He was ever a serious student of the teachings of Masonry, held the most exalted stations in the fraternity, and had attained the thirty-third degree. He was a life member of many Masonic bodies; was past grand commander of the Texas Grand Commandery; member of the Red Cross of Constantine, and was treasurer of the Masonic Orphans' Home. He was also a veteran in the Knights of Pythias, and held membership also in the River Crest Country and the Fort Worth Clubs, Fort Worth, in which he had been steward and trustee for more than a quarter of a century. He was a communicant of the First Methodist Church, and politically was a democrat. He found his chief recreation in fishing, hunting and golf.

For years Mr. Newby enjoyed the deep-seated esteem of the men who directed Fort Worth's progress on the onward and upward path of municipal advancement. As a business man and banker he exemplified those qualities which we like to regard as particularly American. He made his way by his own intelligent industry and perseverance. He was one of Fort Worth's most progressive and liberal citizens, and few men of his day did more to foster development and upbuilding of the fine city in which he

labored to goodly ends. He married at Fort Worth, Texas, December 14, 1882, Etta O. Price, daughter of Dr. and Mrs. W. S. Price, and a native of Mississippi. She survives him. Mr. Newby died at Fort Worth April 29, 1916.

JAMES FRANKLIN ELLIS

There has been some contention among early settlers of Fort Worth as to who was the first settler at this place. This distinction if such it be, has been between "Uncle" Press Farmer and the subject of this sketch.

Mr. Ellis came to Fort Worth prior to the location of the Post. He was born at Mexico, Missouri, April 28, 1838. He came to Texas with his parents in 1846 and settled in Denton County, where both his parents died in 1847. Soon thereafter he moved to Fort Worth. He was married on September 12, 1860, to Delilah Jane Asbury, the daughter of Jerimiah Asbury, who lived just south of the present corporate limits of the city. To this union five children were born: William Jaspar, deceased; Henry Merrill, who died in infancy; Jerry Franklin, who is deceased; James Merida and Fannie Alta, who is the wife of L. H. DuBose, the latter two still living in this city.

Mr. Ellis enlisted in the Confederate Army in Company H, Seventeenth Regiment, Texas Cavalry, on March 8, 1862, and served to the end of the war and was discharged at Galveston May 24, 1865.

He returned to his home at Fort Worth and engaged in the general merchandise business with William J. Boaz, under the firm name of Boaz & Ellis. About 1875 they closed out their business and engaged in the lumber trade and later purchased the interest of M. B. Loyd in the California & Texas Bank, with which they remained until that institution was merged into the City National Bank, when they both retired. Subsequently they joined in the formation of the Traders' National Bank.

Mr. Ellis died in Fort Worth January 23, 1899, leaving a private and business record unblemished and without reproach.

MERIDA G. ELLIS

Merida G. Ellis was born in Denton County, three miles northeast of where the town of Denton now stands, in 1847. His parents, who had come to Texas from Missouri in 1846, died a few months after his birth, and his uncle and aunt, S. P. and Elizabeth Loving, assumed charge of him and brought him to Fort Worth in the fall of 1849.

In 1862 he enlisted in the Confederate Army, under Capt. John Brinson, at Johnson's Station, went to Fort Scott, Kansas, and entered into battle with the northern "Hay Cutters"; from there he was transferred to Arkansas, thence to Memphis, Tennessee, and to a point in Mississippi where he was engaged in a battle in which the Confederate Army was repulsed and sent back to Tupelo, Mississippi. Here his health gave way and, being under age, he was discharged and came back to Texas. Later he re-enlisted under Capt. Archer Hart, Colonel Martin's Regiment, and remained in the

army until the close of the war, when he was discharged at Richmond, Texas. At the age of eighteen he faced the world without any educational advantages. His first employment was on the ranch of William Moseley, at fifteen dollars a month. At the end of six months he applied his wages on an education, and then began clerking for Boaz & Ellis, subsequently buying out their business. He moved to Wise County after closing out the stock, but returned to Fort Worth in 1875 and went into the agricultural and implement business, having on hand six plows to be sold on commission. In the spring of 1876 Lieutenant Governor Pendleton bought from him a carload of plows, and between then and Christmas he had sold six carloads of plows. He then branched out, adding to his stock, and in the spring of 1877 formed a partnership with W. A. Huffman, with whom he conducted the business for four years, at the end of which time he, upon the doctor's orders, retired, selling his interest in the firm to his partner. They were then doing a business of \$250,000 a year. Confident that Fort Worth had a future, he bought 1,500 acres of land where North Fort Worth now stands, at a cost of from one dollar to four dollars eighty cents an acre. After acquiring this land he built a residence on it, fenced it, stocked it with cattle and horses and established four dairies, which were very successful.

In 1891 the land came in demand for a town, and he laid out an addition, which is now known as the M. G. Ellis Addition, and with two other citizens built the first schoolhouse in North Fort Worth where the M. G. Ellis Schoolhouse is now located.

In 1868 Mr. Ellis married Miss Jinkie Darter, who was born in Randolph County, Alabama, in 1848, and was the daughter of Frank and Mary Darter, her father being a large land owner. In 1859 the family came to Texas and settled in Erath County, within six miles of Stephenville, where he engaged in the cattle business.

They have five children, one of whom, Elnoro, died in infancy. The other four, who are all living in Fort Worth, are M. G. Ellis Jr., who is engaged in the real estate and railroad business, Mrs. J. W. Lynch, Mrs. H. C. McCart, wife of a former city attorney, and Mrs. H. K. McCollum.

Mr. Ellis is, in point of residence, the oldest living inhabitant of Fort Worth. His cousin, Mrs. Henry C. Holloway, whose maiden name was Margaret Anne Loving, and who came here at the same time, is still living.

THOMAS J. JENNINGS

The fact that Mr. Jennings was one of the largest contributors to the land donations to the Texas & Pacific Railway makes it appropriate that his name should appear among those who aided in laying the foundation of Fort Worth. He was born in Shenadoah County, Virginia, on the 20th of October, 1801. When he was ten years of age his father moved to Indiana, but remained there but a short time, when he moved to Louisville, Kentucky, where the subject of this sketch was engaged in clerking and going to school until he was about seventeen years old. He attended Transylvania College

at Lexington, Kentucky, where he graduated in 1824 with the highest honors of his class. In 1836 he went to Yazoo City, Mississippi, where he had a large and lucrative practice until 1840, when he moved to Texas, first settling in St. Augustine and subsequently moving to Nacogdoches. In 1852 he was elected attorney general of Texas and re-elected until 1856, when he declined to again be a candidate. He was a member of the company that passed the ordinance of secession. In 1877 he moved to Fort Worth, where he died, after a long and painful illness, on September 23, 1881.

ISAAC DUKE PARKER

The subject of this sketch was never a citizen of Fort Worth. He lived just a few miles east of Birdville and was the owner of one of the most splendid farms in the county.

He was a most unique character, a primitive old-school Baptist, strong in his convictions, earnest in the advocacy in any question presented, and if he went down in defeat in any contest he never lowered his flag or admitted it.

In the county seat contest in which Fort Worth was successful Mr. Parker was an enthusiastic, uncompromising advocate of Birdville as the appropriate place for the county seat, and never, during his life time, did he admit that Birdville was fairly and honestly defeated in that contest.

He was born in Crawford County, Illinois, on October 23, 1821, and came to Texas with his parents in 1833. Reared on the frontier as he was, he had all of the peculiarities of frontier people, generous to a fault, with an open door to every stranger or visitor, generous to his friends and unrelenting to his enemies.

He belonged to no church or to any society or organization, but his conduct as a citizen and a man was always above criticism and reproach.

He was always a democrat, representing his county and district at state conventions and served as a representative for one term. He voted for secession and never had anything to explain or take back relative thereto.

JOHN Y. HOGSETT

John Y. Hogsett was born July 22, 1843, in Anderson County, Tennessee. He attended school at the Union Academy, Clinton, Tennessee, and, although he did not take a classical course, he acquired a very thorough education. At the age of sixteen he left Tennessee and came to Texas, where he remained until 1866, when he returned to Tennessee and began a study of the law and was admitted to practice in April, 1869. In 1872 he returned to Texas and engaged in the practice of the law with Capt. John Hanna, under the firm name of Hanna & Hogsett, which continued until December, 1880, when it was dissolved by mutual consent.

He was married November 21, 1869, to Mrs. Anna M. Long, in Roane County, Tennessee. Five children were born to this marriage.

In 1861 he enlisted in the Company K, Fifth Texas Regiment,

under Col. Tom Green, and continued in the service until the surrender in May, 1865.

His habits were of strict sobriety and patient industry. He was one of the organizers and the first president of the Fort Worth Life Insurance Company, but he subsequently sold his holdings in the institution and devoted his time and energy to his farm and ranch and to real estate investments.

He died September 12, 1912.

DR. J. T. FIELD

The subject of this sketch is claimed as a native citizen of Tarrant County, but the truth of history requires that the fact be recorded that he was born just over the line in Caddo Parish, Louisiana, a plantation on which his father lived, it being both in Texas and Louisiana. His early education was acquired in a school in Fort Worth of which the late Col. J. P. Smith was the teacher.

At the age of seventeen he entered the Confederate service, was elected the lieutenant of Company H, Fifteenth Texas Cavalry, with which he served during the war, at the close of which he began the study of medicine, in Fort Worth under Dr. C. N. Peak, and in 1867 entered the University of Louisville, Kentucky, where he graduated in March, 1869. He took a post-graduate course at Bellevue Hospital College, of New York, and in 1873 located in Fort Worth.

In 1869 he married a schoolmate of his boyhood days, Miss Sarah M. Ferguson, daughter of William T. Ferguson, a druggist in Fort Worth. By this marriage they had four daughters, Fannie, Bessie, Mary and Willie, all of whom are still living. The first is the wife of W. R. Edrington, temporarily residing in New York; Bessie is the wife of John W. Sandidge; Mary is the wife of Dr. G. V. Morton, and Willie is the wife of Joe M. Collins. Doctor Field's wife died July 19, 1918, and he was married to Mrs. F. L. Jordan in June, 1919.

Doctor Field was one of the most successful practitioners engaged in active practice and many of his early patients still call on him for service.

WILLIAM T. FERGUSON

The subject of this sketch was born in Marine, Madison County, Illinois, June 4, 1820. His father was Issac Powell Ferguson, who came to Texas in 1846 and marched with the Texans under the leadership of General William Jennings Worth and entered the halls of the Montezumas. He died in Mexico City and was buried with military honors by the Masons in that city.

William T. Ferguson married Editha Davis in Louisville, Kentucky, in 1844. They came to Rusk County, Texas, in the days of the Lone Star Republic, and later moved to Williamson County. In 1856 they came to Fort Worth, and were among the few that came to the "Fort" as early as 1856.

That he was among the most respected and honored citizens of the town is evidenced by the fact that he was the treasurer of the county for twenty-four consecutive years.

They had three children, two daughters and a son. The eldest daughter, Sarah, became the wife of Dr. J. T. Field, and the second, Justine the wife of Charles Turner. Both are now dead. The son, O. B. Ferguson, is still living. There are six grandchildren now living.

CAPTAIN JULIAN FEILD

Captain Julian Feild was among the earliest settlers in Fort Worth, coming here in 1853. He was born in Virginia in 1826, came to Texas in 1844 and settled in Harrison County. When he settled in Fort Worth he purchased a log cabin from one of the officers then stationed at the Post. It was situated at the corner of what is now Belknap and Throckmorton Streets. He lived there ten or fifteen years. He erected a stone building at the corner of Belknap and Taylor Streets and engaged in general merchandise, having a large trade with the Indians. He built the first mill making flour and corn meal in this section. It was located near the confluence of the Clear Fork and west fork of the Trinity. He had also a saw mill at the same place. It was the only mill in this section of the state, and people came from long distances for their flour, meal and lumber. He, in company with R. S. Man, also built a mill at Mansfield, and the town was named from these two "Mansfield." He was active in the campaign for changing the county seat from Birdville to Fort Worth, was the first postmaster here, in 1858, and was the first master of the Masonic Lodge of this city. Was also postmaster in this city under the first administration of President Cleveland.

THOMAS A. TIDBALL

Thomas A. Tidball was born in Lafayette County, Missouri. His mother was Rose Orrick, of Morgan County, Virginia.

Mr. Tidball grew up without educational advantages other than those afforded by the country schools. At the age of fourteen he entered the employ of Lightner & Miller, a mercantile firm in Jackson County, Missouri, where he remained until the fall of 1860, when he returned to Virginia to look after some interests there. Being in Virginia at the outbreak of the war, he espoused the cause of the South and in May, 1861, enlisted in a Cavalry Company. He served from the beginning to the close of the war, taking part in the numerous battles, and surrendered at Appomattox.

At the close of hostilities he returned to Missouri, where he remained until the fall of 1872, when he came to Texas, choosing Fort Worth as his home.

In January, 1873, in partnership with J. B. Wilson, of Virginia, he opened the first bank in Fort Worth. Mr. Wilson remained with the firm but a short time, when he sold his interest to K. M. Van Zandt, J. P. Smith and J. J. Jarvis, and the firm became Tidball, Van Zandt & Co., the predecessor to the present Fort Worth National Bank. He was made vice-president of this bank, which position he retained until his death.

He was married October 21, 1873, to Miss Lelia F. Arnold, daughter of Dr. Edward Arnold, of Lexington, Missouri. They had three chil-

dren, Anna, Virginia and Edna. Virginia died some years ago, but the other two are still living.

DR. JOHN FOSTER SHELTON

The subject of this sketch was born February 20, 1826, in Sumner, Tennessee. He graduated from the Louisville Medical College at a time when that institution was one of the chief schools of its kind in this country.

In 1851 he married Martha Bronaugh, of Christian County, Kentucky, and in 1855 moved to Texas, settling first in Collin County but moving to Fort Worth in 1856.

During the war Dr. Shelton served with the forces of Gen. Sterling Price in Arkansas as a surgeon. He returned to Fort Worth in 1868, where for many years he was engaged in the drug business. He had four children, two sons and two daughters. John M. Shelton, the eldest son, lives in Amarillo; James B. Shelton died in 1888; Belle Shelton died in 1911; the youngest child, Anna Shelton, still lives in Fort Worth.

B. C. EVANS

B. C. Evans was born in Chesterfield County, South Carolina, December 25, 1844. His father was a large planter in that county with the usual complement of slaves. He had a large family of sons and daughters.

B. C. Evans was educated at Columbia Military Academy and at The Citadel in Charleston, South Carolina. He was at this school when the war began, and although he was only a boy of sixteen, when all of his brothers volunteered to serve in the Southern army, he too, volunteered, and was allowed to go as aide to one of his brothers, who was an officer in the artillery, and with whom he served until the end of the war, when he returned to his home in South Carolina, of which there was but little left except the "Big House" and a large body of worn-out land.

During the prosperous days before the war his father had given to each of his sons and daughters, a negro whose sole duty it was to attend and serve them in any capacity desired. The boy given to B. C. Evans followed him through the war, and when he returned and went to work this boy stayed with him, and working together they raised a crop of cotton on the old place. He then engaged in merchandising in Cheran, a small town in his native county. He was successful in this venture, and when he had accumulated a little money he came to Texas, settling in Fort Worth in 1872, and engaged in business there. He was among the first merchants doing an exclusive business in dry goods, notions and clothing.

On October 25, 1877, B. C. Evans married Miss Ella Dryden, a daughter of Dr. P. W. Dryden, of Hopkinsville, Kentucky. They had three children, a son and two daughters, all of whom are still living.

Mr. Evans was a successful merchant and amassed a comfortable fortune. He was a liberal contributor to every enterprise looking to the promotion of the city and was highly esteemed by all who knew him. He died July 6, 1889.

HENRY C. HOLLOWAY

Henry C. Holloway was born near Edgefield, South Carolina, in 1838. His education was very limited, but he possessed a strong and vigorous mind, which served to compensate in some degree for the lack of education.

He came to Texas in 1858, and was the manager of the plantation of Captain Ward south of Fort Worth. His frugal habits and self-denial enabled him to accumulate some money, which he invested in Tarrant County lands, and owned one of the finest farms on Village Creek, just south of the present town of Handley, as well as some vacant lots in Fort Worth which subsequently became very valuable.

He was a man of strong convictions on all subjects to which he never hesitated to give expression.

He enlisted in the Confederate army in 1862 and served until the close of the war.

He was elected a county commissioner in 1894, and was a member of the Commissioner's Court when the present courthouse was erected.

He was one of the most active and prominent in the formation of the Fat Stock Show, which held its first exhibition under the trees about where the packing houses now stand. He was one of the organizers and the first manager of the Stock Yards Company, the predecessor of the present organization.

Physically he was a splendid specimen. He was over six feet tall and strong and rugged. He died very suddenly in April, 1895, leaving a widow and one daughter.

JEREMIAH MARKLEE

The subject of this sketch was one among the first to come to Fort Worth when it was a struggling hamlet.

He was a Canadian by birth, but came to the United States at the age of sixteen years.

In 1850 he was among the numerous horde that crossed the plains in a wagon in response to the call of fortune in the gold diggings of California. He remained there a number of years prospecting in the mountains in search of the precious metal. He was so fortunate as to discover a gold deposit, and had the good judgment to dispose of it at a good sum and come to Texas.

He arrived in Fort Worth in the fall of 1872 and engaged in banking, organizing the California & Texas Bank of Loyd, Marklee & Company. This was finally merged with the City National Bank, and he continued with that institution until the panic of 1893 put it out of business.

He died in 1882. A widow and one daughter, the latter the wife of A. H. Bauer, survive him.

DR. ELIAS JAMES BEALL

Dr. Elias James Beall was born in Macon, Georgia, February 5, 1834.

He received his medical education at Tulane University, New Orleans, Louisiana, the foremost medical institution of the South. He settled in Marshall, Texas, in 1860.

He entered the Confederate Army soon after hostilities began, as surgeon of the Seventeenth Texas Regiment, and later became chief surgeon of Walker's Division, which position he held until the close of the war. *

Dr. Beall came to Fort Worth in 1870, and at once took a leading position in the practice of his chosen profession. This he maintained till his death, which occurred on October 20, 1914.

DAVID CHAPMAN BENNETT

David Chapman Bennett was born July 7, 1830, at Mount Pleasant, Pennsylvania.

His father was David Bennett, the son of John Bennett, a Revolutionary soldier born in Connecticut. His mother was Sarah Boyle, daughter of Philip Boyle, a Protestant Irishman. She came to America with her parents when she was eight years of age.

David Chapman Bennett was educated at Binghamton, New York, and early in life was employed by a New York Railroad. He went West and opened a general merchandise store with his brother in Wisconsin. He moved to Rochester, Minnesota, where he engaged in the dry goods business. He bought out his brother's interest early in 1873, moved to Fort Worth and opened a dry goods store, which he continued until 1876.

He was one of the organizers of the First National Bank of Fort Worth, and was its first vice-president, continuing in that position until his death on July 19, 1910.

In politics he was a democrat and was a member of the Congregational Church.

He was married, November 28, 1869, to Mary Carolyn Joy, the daughter of Hiram and Alice Merrill Joy. His wife's father was a state representative from Augusta, Maine, and her mother was a cousin of John Greenleaf Whittier.

His children were: Helen Mary Bennett, married to W. V. Newlin; Edith Adel Bennett, married to Charles E. Nash; Bertha Alice Bennett, deceased; Mildred Vida Bennett; Grace Agnes Bennett, deceased; and David Morrison Bennett, deceased.

Mr. Bennett was one of the most highly respected of the pioneer citizens of Fort Worth.

THE TEXAS NORTHWEST
COUNTY SUBDIVISIONS

ANDREWS COUNTY

Situated in the southwestern corner of the Plains country and adjoining the State of New Mexico on the west, Andrews County has had practically its sole use as a grazing section, and though the county lines were formed in 1876, county government was instituted only in 1910.

While the county is in the semi-arid section of far West Texas, its rolling prairies comprise a rich soil, the grasses furnishing a fine pasturage for cattlemen, and it has been lack of railroads perhaps more than any other thing which has delayed the progress in agriculture and in general settlement and upbuilding. At the present time the railroad enters the county to Seminole. To these points cattle are driven for shipment, and such products of the farm as are without local market are transported by teams. While the old ranch life may continue in this section for a number of years, the vanguard of farmers has already crossed the border and farming is being undertaken on an increasing scale. There is abundance of water underground, although the county has no running streams. For a number of years the ranchmen have raised gardens and some fruit by means of irrigating with windmill power.

At the census of 1890 only twenty-four inhabitants were found in the county; in 1900, eighty-seven; in 1910 the population was 975, and in 1920, 350. The county's area is 1,001,600 acres, about twice the size of a normal West Texas County. The last census reported 324,496 acres included in farms, but only 1,105 acres as "improved land," as compared with seventy acres in 1900. The number of farms or ranches in 1910 was eighteen, and twelve in 1900. At that time hardly two hundred acres were in cultivation in the staple crops of corn and kafir corn, and practically the only resource, as shown by the census statistics, was cattle, 54,322 of this stock being enumerated. The county has one small town, Andrews, which is the county seat. In 1913 the property valuation of the county was \$2,387,860, in 1920, \$2,722,873.

ARCHER COUNTY

Archer is one of the Northwest Texas counties still in process of transformation from the old range and ranch conditions to that of settled agricultural industry. With the rapid immigration into the Northern counties during the '50s, the legislature provided by act of January 22, 1858, for the boundaries of a new county in honor of Branch T. Archer, and directed that the county seat should be called Archer. Few, if any, settlers reached that county before the war, and more than twenty years passed before it was organized. The county government was instituted July 27, 1880. A report on the county for 1882 said: "Stock raising and farming are the only industries yet introduced. The former is by far the most general. That it is already assuming comparatively large proportions will be seen from the fact that with a population of perhaps a thousand, there are in the county 24,845 cattle, 4,258 sheep, 1,273 horses and mules. Agriculture is in its infancy in this county. The oldest farm is not yet five years old, and the few tracts under cultivation are small, varying from ten to one hundred acres. The only town is Archer

City, which contains perhaps one hundred inhabitants. Riman is a small settlement."

At the census of 1880 the population of the county was 596; in 1890, 2,101; in 1900, 2,508; in 1910, 6,525; in 1920, 5,254. The decrease is attributable to the removal of tenant farmers occasioned by the protracted drought. A considerable number of German and Austrian people have settled in Archer County, and have been effective factors in developing the agricultural resources.

Archer County's early development followed the construction of railways into the Wichita Falls country during the '80s. The first railway line in the county was the Wichita Valley, which was built from Wichita Falls to Seymour across the northwestern corner of Archer County in 1890. About 1907 the Wichita Falls & Southern was completed through the county, giving Archer City its first railway communi-



THRESHING

cation. A little later the Southwestern road was built from Henrietta to Archer City. Within the present decade, the Gulf, Texas & Western has crossed the southwestern corner of the county. It is largely due to these railways and the consequent influx of population that Archer County during the past ten or fifteen years has undergone a rapid evolution from a strictly livestock county to one of farms and diversified agriculture. However, much of the county is yet undeveloped and it is classified more strictly as a part of the Texas "cow country" rather than as a farming section. The total area of the county is 558,080 acres. The last census reported 443,915 acres in farms and ranches, but only 80,000 acres as "improved land." In 1920 the livestock was: Cattle, 36,827, and horses and mules, 6,827. In 1909 the acreage in cotton was 18,058; in corn, 8,680; in wheat, 4,018; in hay and forage crops, 4,128; in oats, 2,740; and a limited acreage in kafir corn and milo maize. About nine thousand orchard fruit trees were enumerated.

The total value of taxable property in 1881 was \$695,170, of which about forty per cent was represented by livestock; in 1903 the valuation had risen to \$2,438,910; in 1913, to \$6,869,114, and in 1920 to \$7,801,064.

ARCHER CITY

Archer City, the county seat, is situated four miles southeast of the geographical center of the county. It has a population of about 800, a cotton gin, two grain elevators, a milk pasteurizing plant, flour mill, three banks, all kinds of mercantile establishments, two abstract plants, a magnificent school building, a beautiful courthouse and a jail. The Wichita Falls & Southern Railroad extends through Archer City to New



ANGORA GOAT

Castle, Texas, in Young County. Operations are in progress and the railroad will, in the near future, be extended and connect with the Texas & Pacific at Cisco.

Other towns in the county are: Dundee, Holliday, in the northwest part of the county on the Wichita Valley Railroad; Megargel, on the G. T. & W. Railroad, in the southwest corner of the county; Anarene, Windthorst and Scotland.

ARMSTRONG COUNTY

The Palo Duro Canyon in Armstrong County is one of the most picturesque features of Texas physiography, and it has often been proposed that the Government should set it aside as a national park. It was in this locality that Col. Charles Goodnight established the pioneer Panhandle Ranch in 1876, and even in recent years Armstrong has claimed

the distinction of marketing more cattle, hogs and sorghum seed than any other county in the Panhandle. For many years the cattle industry has been the chief resource, and the county contains many large ranches, one of them, comprising about a fifth of the area, being one of the largest in extent in all Northwest Texas. Of late years stockmen have devoted a great deal of attention to the improvement of breeds, and as a result the ranches are stocked with splendid specimens of Herefords, Polled Angus and other breeds of beef animals. Livestock farming is taking the place of ranching in many sections, particularly in the northern and eastern portion in the vicinity of the Fort Worth & Denver Railroad. At Goodnight is found one of the few herds of buffalo in the United States. Colonel Goodnight has succeeded in domesticating the buffalo and cares for a large number on his place. His ranch has gained fame as the home of the "cattalo," an animal produced by a crossing of the native buffalo with Polled Angus cattle. It is said to be a splendid beef animal, capable of withstanding a severe climate and of existing on short forage if necessary. In the last two decades nearly a fifth of Armstrong County has been brought under cultivation, and the farmers and stockmen produce large quantities of the Panhandle forage crops, corn, oats, wheat and also considerable fruit.

Armstrong County was created in 1876 and was organized March 8, 1890. In 1880 its population was 31; in 1890, 944; in 1900, 1,205; in 1910, 2,682, and in 1920, 2,816. In 1888 the Fort Worth & Denver City Railroad was completed across the north half of the county, and one of the first stations established was Claude, which was given the honor of the county seat. By 1890 a prosperous little village has grown up on a site where eighteen months before not a house was to be seen, and at the last census it was a town of 1,200 in population. In 1887 the Southern Kansas Division of the Santa Fe Railroad was graded across the Panhandle as far as Panhandle City, and that road soon afterwards found entrance to Amarillo by extending a branch to Washburn in Armstrong County, and thence using the tracks of the Fort Worth & Denver Road to Amarillo. In recent years the Santa Fe tracks from Panhandle to Washburn have been abandoned, so that Armstrong County has now only one railroad line.

In 1903 the valuation of property in the county was \$1,671,431; in 1913, \$4,558,141 and in 1920, \$4,712,794. The last census enumerated 28,186 cattle; 5,840 horses and mules; 1,296 hogs; 1,940 sheep. The total area of the county is 577,920 acres. At the last census about 117,000 acres were "improved land," as compared with about 22,000 acres in 1900. There were 172 farms or ranches in the county in 1900, and 387 in 1910. The acreage devoted to the principal crops in 1909 was: Kaffir corn and milo maize, 11,245; hay and forage crops, 22,311; oats, 10,725; corn, 3,453; wheat, 3,112; and about 15,000 orchard fruit trees were enumerated.

CLAUDE

Claude, a town of 1,200 inhabitants, has never had a boom, but with a steady upward tendency has reached its present state and is regarded as one of the most prosperous little towns in the West. If there is one

thing more than any other to distinguish Claude from other towns, it is the quality of its citizenship. The people are intelligent, progressive and have a high standard of morals very noticeable to travelers.

Claude has twenty-five mercantile establishments, and all are prosperous. It has four churches, one newspaper, two banks, showing deposits of nearly one-half million dollars, electric light and ice plants. There is an elevator, and another is expected to be built soon, a flouring mill running full time, and it has a splendid three-story brick school building and bears the distinction of having fostered the first County School Fair ever held in the state of Texas. One of the most beautiful courthouses in the country may be found here.

BAILEY COUNTY

Still unorganized, Bailey County was created in 1876. It lies against New Mexico, and until very recently has been almost uninhabited and in pasture alone has contributed to the economic wealth of the state. When the federal census of 1900 was taken there were but four people living in the county, and of these but one was a voter. In 1910 the census enumerated 312, in 1920, 517. In 1911 the division of the Santa Fe Railroad from Texico to Coleman was built through the county, and improved transportation has given agriculture and general development a great impetus. There were five farms in the county in 1900, and seventy-one in 1910. Of a total area of 659,200 acres, while more than half was included in farms in 1910, only 11,000 acres were "improved land," and the amount of land in cultivation in 1900 was only 275 acres. The last enumeration reported 13,389 cattle and 2,337 sheep. The chief crop in 1909 was kafir corn and milo maize, in which 3,094 acres were planted, and 1,409 acres in hay and forage crops, besides some wheat and corn. A description of the county and of some recent developments is taken from the Texas Almanac for 1914: "The surface is almost level plain, with wide, shallow valleys. In the shallow water belts all staples produce large yields, while fruit and vegetables grow luxuriantly. The possibilities of irrigation are many and development in the shallow water belt in the northern section is making rapid progress. Until a year ago Bailey County was practically one large pasture. Although the livestock interests predominate, stock farming and diversified agriculture and horticulture in the irrigated sections are claiming an increasing amount of attention, these features being entirely responsible for the increase in population and wealth recorded during the last two years. While an accurate survey of the shallow water districts has never been made, it is estimated that there are approximately 45,000 acres in the northern portion of the county with an abundant supply of pure water at a depth ranging from eight to fifty feet." The assessed wealth of Bailey County in 1913 was \$299,958, and in 1920, \$2,822,424.

BAYLOR COUNTY

The legislature created Baylor County February 1, 1858, and named it for Dr. Henry Baylor, who was killed at the Dawson massacre in 1842. No settlements were made until the decade of the '70s, and the county was organized April 13, 1879. Among the pioneers was an in-

teresting colony planted in 1878. In August of that year about forty persons arrived, under the lead of Captain J. R. McLain, having come all the way from the State of Oregon to find homes in North Texas and at that time it was said only ten other families lived in the county and those in the southeastern corner. The town which they began to build and which was chosen as the county seat was named Oregon. A visitor to the place in January, 1879, wrote that part of the inhabitants lived in caves on account of the scarcity of lumber and the distance from markets, and the dozen houses in process of construction were mostly of stone. Excellent building stone in large quantities is an important resource of the county, and at the present time a large part of the residence and business buildings at Seymour and elsewhere in the county are constructed of that material. The caves, which in 1879 comprised the habitations of the people, were dug out of the hillside, and at the side farthest from the entrance was placed a fireplace and flue, securing good ventilation. The Village of Oregon thus started was a transient center, for when the newly elected officers of Baylor County were sworn in they decided, after much delay, to locate the county seat on 640 acres of state school land near the center of the county, and thus Seymour was brought into being as the principal town of the county.

At the census of 1880, 715 inhabitants were found in Baylor County. The population at successive decades has been: In 1890, 2,595; in 1900, 3,052; in 1910, 8,411, and in 1920, 7,027. A considerable element of population comes from Austria, and the last census enumerated about five hundred inhabitants either natives or in the second generation. In 1881 the value of taxable property in the county was \$614,849; in 1909, \$5,249,873; in 1913, \$6,249,391; in 1920, \$7,085,942.

Thirty years ago the limited population in the county devoted all their energies to the raising of cattle and horses. In 1882 there were about 22,000 cattle, about 900 horses and mules, and a few hogs. Agriculture had received scarcely any attention, only about a thousand acres having been brought under the plow. The only settlements deserving the name of villages in 1882 were Seymour, St. Bernard and Round Timber.

The first railroad was Wichita Valley, built from Wichita Falls to Seymour in 1890. During the present century it was continued to the southwest and was connected with the Abilene and Northern in 1907. About 1911 the Gulf, Texas & Western was completed between Seymour and Jacksboro. Seymour is an important trade and shipping center, and its population in 1910 was 2,029.

The general development of the county's resources are indicated by the following statistics from the last census. There were 1,040 farms, as compared with 327 in 1900. Of the total area of 563,200 acres, 491,218 acres were in farms or ranches; about 102,000 acres were "improved land," as compared with about 47,000 acres so classified ten years before. There were enumerated in 1920: Cattle, about 11,185; horses and mules, 6,421; hogs, 5,041. Cotton is the chief crop, 38,014 acres being planted in 1909; 12,213 acres in corn, 5,517 acres in hay and forage crops, 2,621 acres in wheat, 2,402 acres in kafir corn and milo maize,

and 1,006 acres in oats. About eleven thousand five hundred orchard fruit trees were enumerated.

SEYMOUR

The county seat of Baylor County has a population of 2,000 and an assessed valuation of \$2,095,780.

It is one of the most attractive and home-like towns in the Northwest portion of the state.

Its streets are generally well graded and paved, and there are no electric light or telephone poles allowed on the ten miles of concrete sidewalks. Underground wires are demanded of the Public Utility Corporations. It has two railroads with a union passenger and freight station.

There are two three-story school buildings, one of stone and one of brick. There are two National Banks, with a combined capital of \$250,000 and deposits aggregating \$771,648,000 and one state bank with a capital of \$35,000 and deposits of \$92,377,000.

There are three cotton gins and one cotton compress, an electric light plant, a cotton seed oil mill, an ice plant, two grain elevators, the city owns and operates the water works and sewerage plants and there is a well equipped fire department and telephone system.

There are seven churches, representing the more prominent denominations, and five of the fraternal organizations.

There is a splendid courthouse, the park of which is beautifully set with shade trees and flowers, and is one of the most beautiful and attractive in the state. There is also a beautiful city park of seventy acres, with swimming pool and a baseball park, provided with swings, slides and other entertainment facilities. It has a live Chamber of Commerce, a Post of the American Legion, Public Library, Social and Literary clubs, all of which contribute to make it one of the most desirable places of residence.

BORDEN COUNTY

This county was created August 21, 1876, and was organized March 17, 1891. Howard County lies on the south, and through the latter passes the Texas & Pacific Railway. Some of the stockmen who had their chief headquarters at Big Springs in the latter county extended the scope of their operations into Borden County, which for thirty years or more has been the scene of operations for West Texas cattlemen. At the present time, although nearly all the area is tillable, it is largely occupied by cattlemen, who, while they graze thousands of head of cattle, also farm in a limited way, producing corn, sorghum, kafir corn, oats and other grain and feed stuffs. There are few real farmers, but the possibilities of agriculture and also of horticulture have been thoroughly demonstrated. The county is without railroads, and consequently there is little inducement to undertake the growing of crops which cannot be consumed on the farm or ranch.

The population of Borden County in 1880 was thirty-five; in 1890, 222; in 1900, 776; in 1910, 1,386, and in 1920, 965. The county town is Gail, and the county seat and the county were named in honor of

Gail Borden, a prominent early Texan. Other towns in the county are Durham and Treadway.

In 1920 the number of cattle found by the tax officials was 13,375; horses and mules, about 2,700, and sheep, 15,390. The total area of the county is 572,800, of which 271,150 acres were included in farms and ranches in 1910. About 26,000 acres were reported as "improved lands," as compared with about 3,500 in 1900. The number of farms and ranches in 1910 was 228, and in 1900, 129. The largest crop in 1909 was in kafir corn and milo maize, with 5,283 acres; in cotton, 2,206 acres; and in corn, 235 acres. The property valuation in 1903 was \$996,001; in 1913, \$1,526,540; in 1920, \$1,954,585.

BREWSTER COUNTY

Brewster County was created from Presidio County in 1887, and the first election of county officers occurred in February of the same year. It is one of the immense county areas of the Trans-Pecos region, with an area of five thousand and six square miles, and its surface consists chiefly of high rolling prairies and mountains.

The Southern Pacific Railway was built across the north end of the county in 1880, and in 1912 the Kansas City, Mexico & Orient was put in operation as far as Alpine. Both these roads furnish transportation to the north end of this immense county, while the vast area in what is known as the "Big Bend" of the Rio Grande is an isolated district, rich in mineral resources and with some of the most magnificent scenery in Western Texas, but on account of its isolation little known to the outside world. Brewster County contains some of the highest mountain peaks in Texas, several of them reaching altitudes between four thousand and eight thousand feet. The Grand Canyon in the southern part of the county, on the Rio Grande, has walls which in places rise perpendicularly a distance of 1,700 feet. The width of this canyon at places is less than 100 feet. Brewster County is in the mining district of West Texas, and the mineral resources stand first in an economic survey of the county. One of the largest quicksilver mines in the United States is operated in the Terlingua district, in the southern part, and several other similar mines are operated. A number of mines are in operation in that district, and have been producing for several years. The quicksilver output in this district, beginning in 1899, showed a production in that year of 1,000 flasks, a flask approximating seventy-five pounds. In 1910, 3,320 flasks were produced and in 1917, 11,753 flasks. There are also rich silver mines, and one was worked in the vicinity of Alpine until the low price of silver made it unprofitable. There are large quantities of excellent marble, iron, lead and copper, and the mining interests engage a large number of laborers. Because of the lack of transportation and inadequate water supply the great mineral wealth of the county has not been fully developed. Next to the mining interests stands the livestock industry, and on limited areas in the valleys irrigation has been employed for the raising of the forage crops and fruit. Another possible source of wealth is oil, which has been discovered there.

At Marathon, on the line of the Southern Pacific, is a rubber factory, manufacturing rubber from the Guayule, which grows luxuriantly on the mountains. This factory is closed at present.

The population of Brewster County in 1890 was 710; in 1900, 2,356; in 1910, 5,220, including over 2,000 Mexicans; and in 1920, 4,822. The immense area of Brewster County comprises 3,203,840 acres, and about a third was included in farms or ranches at the last census report. The amount of improved land in 1900 was 743 acres, and in 1910 about 2,300



BREAK PLOW

acres. There were seventy-seven farms or ranches in 1900 and 190 in 1910. The stock interests in 1910 comprised 59,671 cattle; 3,700 horses and mules; 6,704 sheep, and 9,321 goats; in 1920, 52,453 cattle; 4,662 horses and mules; 992 sheep; 2,110 goats. The production of agricultural crops was limited to a small acreage in corn, kafir corn and milo maize and hay and forage crops, and until recently most of the farming has been done by the Mexicans along the river valleys. About 3,000 orchard fruit trees were enumerated at the last census. The valuation of property in the county in 1903 was \$3,543,083; in 1913, \$8,439,882 and in 1920, \$9,430,989.

ALPINE

Alpine, the county seat, was founded in 1883. The present population is about 2,500. Alpine has an up-to-date electric plant, a modern laundry, modern sewer system, between seven and eight miles of cement sidewalks. Methodist, Baptist, Christian, Presbyterian and Catholic Churches have their own buildings and the Episcopalians worship in the building of one of the other denominations. Two banks are represented, a State Bank, with capital and surplus of \$75,000, and a National Bank, with capital and surplus of \$100,000. The assessed valuation is \$1,250,000, altitude is 4,484 feet, climate unsurpassed in the United States. Besides the High School and Mexican Ward School it has the Sul Ross State Normal College that was completed last year and opened for the first fall term last September.

BRISCOE COUNTY

Briscoe County, created in 1876 and organized March 15, 1892, lies on the southern border of the Panhandle and is one of the few counties in that section of the state not yet penetrated by railways. The Altus, Roswell & El Paso Railroad has for several years been under construction, and some miles have been graded in Briscoe County, but that line is not yet in operation. The chief town and county seat is Silverton, with a population of about 650. Another town is Quitaque, with a population of 200. Topographically the county is divided in two distinct areas, and the development of the natural resources is closely dependent upon the physiography. The Western and Central portions are on the staked plains, with one running stream and without hills, though the surface is gently undulating. The edge of the plains is an irregular and precipitous bluff from four hundred to eight hundred feet in height. About 50 per cent of the county not on the plains is in Palo Duro Canyon. The country below the plains and outside of the canyons is undulating prairie. A large portion of the plains is underlaid by the shallow water supply of Northwest Texas, and while irrigation has been limited chiefly to small gardens and orchards, it will undoubtedly be an important factor in the near future. At the census of 1880 twelve inhabitants were credited to Briscoe County, but no separate enumeration was made in the county in 1890. In 1900 the population was 1,253; in 1910, 2,162; in 1920, 2,948. In 1903 the value of property in the county was \$1,146,656; in 1913, \$2,581,837; and in 1920, \$3,569,544.

A few years ago the county was divided among large pastures, and the one outfit controlled several hundred sections of land. Stock raising has naturally been the chief industry for nearly forty years. The development of the water resources, together with improved methods of cultivation, is making diversified farming an important and interesting feature. Practically seventy-five per cent of the county is tillable. For many years the ranchers have had small orchards of apples, peaches and other fruits, and these have demonstrated that both soil and climate are adapted to horticulture. The total area of the county is 577,920 acres, of which 480,078 acres were included in farms in 1910. At that date there were 307 farms and ranches, as compared with 170 in 1900. The amount of "improved land" increased from 9,434 acres in 1900 to

about 92,000 acres in 1920. Statistics on livestock and crops prepared by the last census are as follows: Cattle, 48,749; horses and mules, 5,374.

BROWN COUNTY

Much of the early development in West Central Texas was centered in Brown County. The first permanent settlements were made there before the war, but for many years the cattlemen had possession undisturbed except by Indian and outlaw. A little more than thirty years ago, in 1886, the first railroad, the G. C. & S. F., was built, and while some of the old stockmen directed their attention to banking and merchandising, the influx of many farmer settlers wrought more important changes over the county as a whole. For many years the county has possessed a particularly energetic and progressive citizenship, and the development of individual holdings has been accompanied by the building of good roads, the founding of church and school and the introduction of other conveniences which advance living conditions.

Brown County was created by act of the Legislature August 27, 1856, but there were only about a dozen pioneer families in the county, and county organization had to wait until 1858, when the coming of new settlers permitted the establishment of a local government. The Legislature directed that the County Court should select sites to be voted on as a county seat, and should also choose the name for the town, but the supplementary act of February 5, 1858, designated the name Brownwood for the county seat. The location of the old town was several miles down Pecan Bayou from the present site. The county was named in honor of Capt. Henry S. Brown, a prominent Texan who died in 1834. John Henry Brown, his son, writing in the Texas Almanac for 1859, said of the county: "Held back by Indian depredations, it has still grown rapidly since its first settlement three years ago * * * Brownwood is the county seat, beautifully located in the center of the county and on the west bank of Pecan Bayou."

In 1856 Maj. Van Dorn had established Camp Colorado on Jim Ned Creek, in what is Coleman County, and under the protection of this post the settlement of Brown County began. In 1859 about 4,000 cattle were assessed in the county. The population was sparse, and the only form of wealth was the few herds that grazed over the range. During the decade of the Civil war many of the settlers were forced to retire, so that the county was practically undeveloped up to 1870.

Several years passed before the danger from Indian raids was over, but during the latter '70s the county received a large immigration, and other industries than stock raising were engaged in on a commercial scale. By 1881 the county had three cotton gins, six or seven flour mills, a sawmill and other minor industries. Numerous schools and churches had been established and there were five centers of settlement—Brownwood, Williams' Ranch, Clio, Byrd's Store and Zephyr.

In January, 1886, the main line of the Gulf, Colorado & Santa Fe Railroad was completed from Lampasas to Brownwood. In July,

1891, Brownwood became the terminus of the Fort Worth & Rio Grande. These two roads have been the chief factor in making Brownwood a commercial center for a large territory, and in originating and maintaining the general agricultural development. In 1912 was built what is known as the Brownwood North and South Railway, a line twenty miles in length, and financed and constructed by citizens along the route. Its northern terminus is May. It is now a part of the Frisco System. During the last twenty years Brown County has received a large immigration of settlers, especially from the North Central States, and its lands are largely occupied as farms, although live stock is still a large item of productive wealth. Agriculturally it is a section of well diversified farming. The soil pro-



WILD TURKEY

duces almost every crop known to Texas, including cotton, wheat, corn, oats, rye, alfalfa, millet, sorghum, kafir corn, milo maize, potatoes, barley, vegetables, and the orchard and small fruits and nuts. More than half of the lands of the county are arable, and at the last census there were enumerated 2,741 farms, as compared with 2,044 in 1900. Of a total area of 611,840 acres, 542,843 acres were occupied by farms, with about 174,000 in "improved land." In 1909 twenty-five farms were irrigated, comprising a total of 715 acres. In 1913 it was stated that approximately 3,000 acres were irrigated from the creeks and rivers. The chief crop was cotton, to which 82,716 acres were planted in 1909; hay and forage crops, 13,611 acres; corn, 9,503 acres; besides a considerable acreage in oats, wheat, kafir corn and milo maize. About 450 acres were in potatoes and other vegetables,

113,000 trees were enumerated in orchard fruits, besides 46,000 pecan trees, and a large number of grapes and tropical fruits.

Live stock farming is now largely combined with stable agriculture, and the figures supplied by the last census for live stock were: Cattle, 29,251; horses and mules, 11,215; hogs, 4,121; sheep and goats, 7,530. Among the mineral resources are limestone and brick clay, while the natural gas fields near Brownwood and Bangs are being developed. Brown County produces a large crop of pecans each year, and Brownwood has long held the honor of being the chief pecan shipping point in the state.

Brown County has taken the lead among West Central counties in the construction of good roads. Its road district No. 1 was the first to take advantage of the road law passed by the Thirty-first Legislature, voting bonds of \$150,000 for road improvements. Forty miles of paved highways were constructed at a cost of \$150,000, the mileage cost running from \$1,500 to \$2,500.

In 1860 Brown County had a total population of only 244; in 1870, 544; while the following decade brought increase along all lines. The population in 1880 was 8,414; in 1890, 11,421; in 1900, 16,019; in 1910, 22,935; in 1920, 21,682. The value of the county's taxable property in 1881 was \$1,565,213; in 1903, \$5,326,275; in 1913, \$11,493,835; in 1920, \$12,210,570.

In 1890 Brownwood had a population of 2,176 and was the only town of any size in the county. Its population in 1900 was 3,965, and in 1910, 6,967. Brownwood is one of the progressive small cities of West Texas, and in recent years civic energy has been concentrated in promoting the general welfare and improvement of the town. It has a large wholesale and jobbing trade, with several wholesale grocery, produce, hardware and packing houses. Under municipal ownership a system of dams was constructed along the Pecan River, furnishing an unfailling water supply both for domestic and factory use. A large amount of money has been expended locally for street paving and other improvements. Brownwood is the seat of Howard Payne College, a co-educational institution now under the control of the Texas Board of the Baptist Church; and of Daniel Baker College, under the control of the Texas Synod of the Southern Presbyterian Church.

Outside of Brownwood the principal towns of the county are Blanket, May, Winchell, Zephyr and Brookesmith.

CITY OF BROWNWOOD

According to the last census Brownwood has a population of 8,300. It is claimed by the residents that the actual population is over 10,000. The assessed valuation for 1920 was \$10,300,000.

Among the industrial enterprises is the cotton compress, cotton oil mill, electric light plant and ice factory, four oil refineries, with a capacity of 2,000 barrels per day.

There are four banks, with a combined capital of \$1,000,000. Its educational facilities are represented by two colleges and a public free school system which is operated nine months in the year.

It is a division point for both railroads entering the city, which give employment to about 150 men.

It is supplied with an abundance of natural gas coming from the wells twelve miles southwest of Brownwood, which supplies the city with fuel at the maximum rate of 50 cents per 1,000 feet.

CALLAHAN COUNTY

The Legislature of 1858 gave the boundaries to Callahan County, but its population did not justify a county organization until 1877. The first county seat was Belle Plain, but when the Texas & Pacific Railway was constructed through the county in 1881 its line was six miles from the county seat and the Government was subsequently transferred to Baird. The other railway stations established soon after the railroad came were Clyde, Vigo and Putnam.

From the early '70s, when the cattlemen first occupied the county, its distinctive character has been that of a stock raising region. The greater part of the county's area is a rolling prairie, best adapted to pasturage, while the best agricultural lands are found in the valleys. Thirty years ago many of the stockmen gave their attention to sheep raising, but with the narrowing of the range limits the modern rancher has concentrated on cattle, and the general activities of the farmer have been greatly diversified.

Of a total area of 546,560 acres, the last census reported 466,482 acres included in farms, and about 120,000 acres "improved land," as compared with about 66,000 acres at the preceding census. There were 1,837 farms in 1910, as compared with 1,176 in 1900. Stock interests were enumerated in 1920 as follows: Cattle, 18,000; horses and mules, 7,105.

Some noteworthy progress has been made in elevating Callahan County to a place among the fruit sections of West Texas, and the last census found about 102,000 orchard trees, besides approximately 17,000 pecan trees.

Previous to 1880 there was no separate census taken in Callahan County. In 1880 the population was 3,453; in 1890, 5,457; in 1900, 8,768; in 1910, 12,973; in 1920, 11,844. The value of taxable property in 1882 was \$1,174,389; in 1903, \$3,192,890; and in 1913, \$6,073,539; in 1920, \$7,343,987.

While the Texas & Pacific was constructed across the county in 1881, the line of the Texas Central crossed the extreme northeastern corner in 1882, and within the present decade a branch of the same road has been constructed across the south end of Eastland County to the town of Cross Plains in Callahan. The chief city is Baird, the county seat, which in 1900 had a population of 1,502, and of 1,710 in 1910. Other towns are Cross Plains, Clyde, Putnam, Cottonwood, Eagle Cove and Eula.

In the midst of the many large herds of cattle and sheep in Callahan County was planted the county seat, Belle Plain, in 1878. This place was described at the time as having "every indication of a rapidly growing frontier town; the livery stable is the out-of-doors, the hotel a storehouse, and the county officials do business in one and

the same room. Business being dull, the citizens are found playing quoits on the public square most of the time." Continuing the same quotation: "A few miles east from Belle Plain is Callahan City, but, failing to receive the appointment of county seat, its days are numbered, there being only one store, constructed of upright posts with ground floor."

As already mentioned, when the railroad came through Callahan County Belle Plain was left to one side, population centered about the principal railroad station, and when the people again expressed preference for a county seat the railroad town won.

BAIRD

Is the county seat of Callahan County. It is a division point on the Texas & Pacific Railroad and has the shops of the division, which



MULES

adds many hundreds to the population of the town and contributes very largely to the business of the city.

Baird has the usual number of churches and schools incident to a town of this size, and its mercantile establishments are substantial and prosperous. The city owns and operates the water system and has an abundant supply of pure water which comes from the mountains to the southwest of the town. It is on the Bankhead Highway, which is nearly completed through the county.

CARSON COUNTY

The general topographical features of the Panhandle region pertain to Carson County. Its undulating prairies are almost devoid of timber, and in the absence of flowing streams it has an underground supply of water found at a depth of about 300 feet.

In 1890 the population of the county was 356; in 1900, 469; in 1910, 2,127, and in 1920, 3,078. The town of Panhandle at the last census had 638 inhabitants. In 1887 Panhandle City was fixed as the terminus of the Kansas Southern Division of the Santa Fe, then in course of construction. For some years the town was one of the most important in the entire Panhandle, and the first banking institution in all that region was established here about 1888. In 1888 the Fort Worth & Denver City Railroad was built, touching the southwest corner of Carson County, and a little later the Santa Fe found entrance to Amarillo by extending its line south to Washburn, and subsequently being built direct to Amarillo. In 1903 a portion of the Rock Island line was constructed across the southern border of the county. Along the latter road are two towns, Conway and Groom.

Carson County was organized June 26, 1888. In 1903 the assessed valuation of property in the county was \$1,599,805; in 1913, \$3,858,933, and in 1920, \$4,271,567. The progress of agriculture since the beginning of the present century is indicated by the increase of what the census denominates "improved land" from less than 5,000 acres in 1900 to about 86,000 acres in 1910. In the same time the number of farms increased from 57 to 284. The total area of the county is 571,520 acres, of which 468,275 acres were included in farms at the last census. The enumeration in 1920 showed 27,024 cattle and 4,768 horses and mules. The acreage planted to hay and forage crops in 1909 was 14,248; in kaffir corn and milo maize, 6,948; in oats, 6,910; in wheat, 6,025, and in corn, 1,472. Up to 1920 the county had made less progress in horticulture than other adjacent counties in the same district.

CASTRO COUNTY

Created from Bexar County August 21, 1876. Named for Henry Castro. Situated in the plains of Northwest Texas, and separated from New Mexico by the county of Pärmer. Organized December 18, 1891. Area, 870 square miles. County seat, Dimmitt. Population of county in 1900, 400; in 1920, 1,948. Surface, rolling prairie. Soil, a reddish, sandy, very fertile loam.

Stream channels: Running Water draw, a tributary of the Brazos; Tule Creek, a tributary of Red River, and Frio, a tributary of the Terra Blanco fork of Red River—wet weather water courses. An abundant underground water supply exists along the creek beds and contiguous to them and is tapped by wells of from 50 to 100 feet in depth. Farther away from them water (of most excellent quality) can be obtained at an average depth of 200 feet. The rich growth of native grasses, supplemented by forage crops, renders the county an ideal one for cattle and general stock raising, which are the principal industries and are conducted on a large scale. During recent years attention has been directed to farming, with an encouraging degree of success. Whenever rainfall is sufficient or water is put on land by irrigation good crop yields are assured.

Taxable values of county in 1920, \$4,022,404. The Pecos & North Texas Railroad crosses the northwest corner of the county.

DIMMITT

Dimmitt, the county seat, is a very nice and thriving country village, with the usual complement of business houses, a fine brick school house, and the town is noted for its superior schools in that part of the state.

CLAY COUNTY

Though Clay County was detached from Cooke County in 1857 and given separate boundaries, the line of settlement barely reached within its borders previous to the war. In 1860 the census enumerators found only 109 people in the county. As a result of the population which came in during the '50s a county government was organized in 1860, but the organization was soon abandoned. With the Red River as its northern boundary and located within what was then regarded as Northwest Texas, no progress was made during the decade of the '60s, and at the census of 1870 no figures were credited to the county. The population at successive decades has been: In 1880, 5,045; in 1890, 7,503; in 1900, 9,231; in 1910, 17,043; in 1920, 16,864. A writer in the Texas Almanac for 1861 said: "Our county is just settling up, mostly from Illinois, Missouri and Arkansas. White labor makes the truck, but it is only because we are too poor to buy darkies at the present high prices—we want them bad enough. There is only one village started, Hubert Postoffice, lying between the Red River and the Little Wichita. There is no military post in the county, Van Dorn's Station being beyond us, and his supplies of corn and other provisions are hauled through our county." The following item is from the Texas Almanac for 1867: "Stock raisers commenced moving in about 1858, but have mostly left on account of the Indians." During the early '70s a sufficient population settled in the county to justify a county organization on November 24, 1873. A correspondent of a Fort Worth paper in 1878 noted a rapid increase in the population in the county, basing his observations mainly upon the many new houses that were conspicuous objects along his route of travel, the timber sections seeming to receive the bulk of this influx of settlers. Henrietta, the county seat by choice of the people over its rival, Cambridge, was reported as a thriving business center in those days, obtaining of the stockmen and hunters for 100 miles to the west all trade, and it was also a considerable market for hides.

In August, 1882, the Fort Worth & Denver City Railway was completed through Henrietta, and at that time other towns in the county were Cambridge, Newport and Buffalo Springs. Stock raising was the leading industry. Cattle to the number of about 51,000 were assessed, about 3,700 horses and mules, 4,500 sheep, and about 2,700 hogs. In 1887 Henrietta became the terminus of the Gainesville, Henrietta & Western, a branch of the Missouri, Kansas & Texas, and the same system subsequently extended a line to Wichita Falls. In 1903 a branch of the Wichita Valley Railroad was constructed from Wichita Falls a distance of twenty-three miles to Byers, an old town on the Red River in the northern part of Clay County. About

1910 a line of railway was completed between Henrietta and Archer City.

Within the last ten years Clay County has produced a large amount of gas and oil. Actual production in the field north of Henrietta, about the town of Petrolia, began in 1904. In that year about 65,000 barrels were produced, and by the close of 1907, 169 productive wells were in the field. The production of the petroleum field for 1911 was about 169,000 barrels. In the same vicinity natural gas was discovered in 1907, and that is now one of the largest fields in Texas, producing in 1913 between 8,000,000 and 30,000,000 cubic feet daily. From the field pipe lines supply gas to Fort Worth, Dallas and Wichita Falls, and also the chief towns in Clay, Montague, Wise, Cooke, Grayson and other counties.

The value of taxable property found in the county in 1881 was \$1,894,353; in 1903, \$4,761,110; and in 1913, \$14,483,375. The chief towns of the county are Henrietta, Bellevue, Byers, Petrolia and Halsell.

The soil and climate are adapted for fruit and truck growing and diversified farming. Thus far fruit growing has not been indulged in on a large scale. Among the horticultural products of the county that produce considerable revenue are pecans. Pecan trees are found in abundance along the streams. Cotton, corn, wheat and oats are the leading staples. The live stock industry is conducted in connection with farming.

Several large ranches are operated in sections at a distance from railroads. The raising of fancy and thoroughbred poultry is receiving the attention of a large number of citizens, and poultry products are shipped in large quantities to Texas markets. The last census report supplies the following statistics: Total area of the county, 741,120 acres, of which 719,370 acres were included in farms and about 233,500 acres in "improved land." There were 2,308 farms in 1910, as compared with 1,223 in 1900. The number of cattle in 1920 was 44,169, horses and mules, 10,844. In 1920 the acreage in the chief crops was: Corn, 56,218; cotton, 71,086; oats, 10,767; wheat, 10,330; hay and forage crops, 10,689; about 1,000 acres were in potatoes, sweet potatoes and other vegetables; about 94,000 orchard fruit trees were enumerated, and about 19,000 pecan trees.

COCHRAN COUNTY

Created in 1876, and still unorganized, Cochran County lies to the west of Hockley and its western boundary is New Mexico. The surface is high and level, and while the county has no streams, and depends upon an underground water supply, the prairie grasses have made this section a natural home for cattle. The few ranchmen in the county have small orchards and a small acreage under cultivation, and it has been demonstrated that the staple crops and several varieties of fruits can be raised successfully. The county is without railroads, and the fact that it has not been more fully developed is largely due to its long distance from transportation lines. The nearest rail-

road is the Pecos & Northern Texas division of the Santa Fe, completed in 1911.

In 1900 population was 25; in 1910, 65; in 1920, 67. The assessed valuation in 1909 was \$383,765; in 1913, \$527,936; in 1920, \$902,195. In 1900 the census reported only one farm in the county, while in 1910 there were sixteen. The total area is 556,160 acres, the greater part of which was included in farms or ranches in 1910, but only 1,826 acres classified as "improved land." The last census reported 15,390 cattle. About 350 acres were planted in corn and kaffir corn and milo maize in 1909, and there were over 1,000 orchard fruit trees.

COKE COUNTY

This county was detached from the extensive territory of original Tom Green County on March 13, 1889, and a county government was organized April 23 of the same year. The first county seat was Hayrick, a village name no longer existing, but in 1891 the government was moved to Robert Lee, near the center of the county. The county seat is on the north bank of the main branch of the Colorado River, which runs centrally through the county from northwest to east. This river, with its tributaries, furnished the water for stock purposes during the first settlement, and the greater part of agricultural development has been along the same streams. A small area of land is irrigated in the Colorado Valley.

Near the northeast corner of the county, but across the line in Runnels County, was situated old Fort Chadbourne, a military post established before the war. It was under the protection of this fort that the stockmen ventured out to the extreme frontier, and the existence of Fort Concho, some miles to the south, during the years following the war was another fact favoring the occupation of what is now Coke County. Permanent development began with the decade of the '80s. In 1880 Nolan County, on the north, had a population of about 700, while Runnels County, on the east, had about 1,000. Early in the '80s the Texas & Pacific was built through the tier of counties on the north, while in the same decade the Santa Fe reached San Angelo. These facts contributed to give Coke County a population of 2,059 in 1890, the year following the establishment of the county. Its population in 1900 was 3,430; in 1910, 6,412, and in 1920, 4,557. About 1910 the Kansas City, Mexico & Orient Railroad was put in operation from Sweetwater to San Angelo, crossing the eastern edge of Coke County. Along this railroad the towns of Tennyson, Bronte, Rawlings and Fort Chadbourne were established, and other towns off the railroad are Robert Lee, still the county seat, and Edith and Sance.

The assessed valuation of property in the county in 1903 was \$1,601,747; in 1909, \$2,902,621; in 1913, \$3,215,825, and in 1920, \$3,102,585. The county has its chief resources in stock raising, while agriculture has made considerable progress, especially during the last fifteen years. In 1910 there were 969 farms, while the number in 1900 was 480. The total area of the county is 595,840 acres, the greater part of which was occupied in farms at the last census, and about 66,000 acres were "improved land," while at the preceding census the

amount of land in cultivation was about 21,000 acres. The stock interests in 1920 were: Cattle, 9,004; horses and mules, about 5,801; sheep, 12,137. The farmers place their chief dependence in cotton, and in 1909 the acreage in that crop was 29,690; in kaffir corn and milo maize, 6,279; in hay and forage crops, 6,812; and in corn, 2,832. The soils in many parts of the county are adapted to fruit and truck crops, and the last census reported about 18,000 trees in orchard fruits. There is something like 100,000 acres of tillable land that is susceptible to irrigation from the Colorado River in this county, and as there is now a plan on foot to dam the river, the thing is a possibility. The West Texas Chamber of Commerce has taken the matter up with the Federal Government to finance the proposition.

Coke has ten gins, twenty-three schools and has three steel bridges across the Colorado River. This county has the reputation of being the best cow country in Texas.

Robert Lee, the county seat, has four churches, one bank, two gins and one newspaper.

COLEMAN COUNTY

In 1870 Coleman County had less than 350 population, while in 1910 its inhabitants numbered over 22,000. A few cattlemen and their followers, a few ranch houses, and large herds of stock grazing on the open range, measured the development of the county in the first years. During the first ten years of the present century the county more than doubled in population, and the increase of its material wealth was even greater. It is now a county of farms, substantial towns and diversified business interests. In the summer of 1856 Maj. Van Dorn, of the United States Army, afterwards distinguished as a general in the Confederacy, established Camp Colorado on Jim Ned Creek in what is now Coleman County. Some remains of the stone and wooden buildings of this post still exist. Maj. Van Dorn kept a detachment of the Second Cavalry there for two or three years. The presence of the garrison attracted a few settlers, though they made no permanent improvements. The county was on the extreme frontier, and both the regular soldiers and the Texas Rangers patrolled throughout this district. Camp Colorado was abandoned after the war.

February 1, 1858, the Legislature defined the boundaries of a number of counties, among them Coleman, named in honor of Robert M. Coleman, a figure in the Texas Revolution. But nearly twenty years passed before the county was sufficiently settled to maintain a county government. In 1875 a local government was organized, and in the fall of 1876 Coleman, the county seat, was laid off. A quotation from an account written in 1877 reads: On a site that in 1873 had been barren of any vestige of human habitation, the beautiful plateau being the haunt of the buffalo more often than of domestic animals, was in the latter part of 1876 the growing little village of Coleman City, whose first house had been completed scarcely two months before and which now contained twenty-seven first-class buildings, with merchants, lawyers, building contractors, good school, hotel, and half

a mile from town the United States telegraph line. A year later Coleman had a population of 400 and was incorporated.

Beginning in 1875 this county soon became one of the favorite centers of the range stock industry. The county was one immense pasture, and excepting the tradesmen at the county seat and one or two other places the population consisted almost entirely of the cattlemen and their "outfits." About 1880 the farmer class made some advance into this region, especially when it became known that the Santa Fe Railroad would be built. But in 1882 it was estimated that not over 4,000 acres had been touched by the plow, while the live stock at that time numbered about 9,000 horses and mules, 40,000 cattle and 85,000 sheep and other stock.

In March, 1886, what was then known as the main line of the Gulf, Colorado & Santa Fe Railroad reached Coleman, and was extended on through the county the same year. A tap line was built to reach Coleman City, it being the policy of early railroad construction in Texas to avoid towns which did not offer attractive subsidies, and Coleman City is one of the number of such cases in Texas. However, this tap line has since become the starting point of the Coleman-Texico branch of the Santa Fe, by which that system has a short cut from its main transcontinental division to gulf ports. This division was completed about 1911, and has furnished additional railway facilities for Coleman County.

The population of the county at different decades has been: In 1870, 347; in 1880, 3,603 (35 negroes); in 1890, 6,112; in 1900, 10,077 (90 negroes); in 1910, 22,618; in 1920, 18,805. The population is largely native American stock, with the admixture of a number of different nationalities in small numbers, Mexico being the foreign country most numerous represented. In 1882 the only towns of the county were Coleman City and Trickham. The principal towns outside of the county seat at present are: Santa Anna, situated at the base of Santa Anna Mountain, in which vicinity a small oil and gas field has been developed; Goldsboro; Rockwood, located in the coal mining district along the Colorado River; Glencove, Burkett, Talpa, Vilera, Novice and Silver Valley. Coleman City, which had a population of 906 in 1890, 1,362 in 1900, and 3,046 in 1910, has been developed both commercially and as a place of residence in recent years. It has the improvements and advantages of a progressive West Texas town, and is the center of a large volume of trade.

While the live stock interests are still important, there has been great agricultural development near the railroad and in the valley lands. It is estimated that about 1,000 acres are under irrigation. At the last census 2,938 farms were found in the county, as compared with 1,369 in 1900. The area of the county is 825,600 acres, and about 239,000 acres were classified as "improved land" in 1909, as against not quite 90,000 acres in 1900. The county has a great variety of crops. In 1909 the largest acreage was in cotton, 120,788; kaffir corn and milo maize, 19,401 acres; corn, 6,238 acres; hay and forage crops, 14,619 acres, besides oats, wheat, about 500 acres in potatoes and vegetables, and approximately 59,000 trees in orchard fruits.

The county also produces a considerable quantity of pecans. The live stock interests in 1920 were measured by the following statistics: Cattle, 23,920; horses and mules, about 11,456; hogs, 5,158; sheep, 12,137, making this one of the principal counties in that industry; goats, 2,538.

In 1882 the taxable values of Coleman County were \$1,733,603, more than a third being represented by live stock; in 1903, \$5,611,513; in 1913, \$13,119,970; in 1920, \$13,275,200.

COMANCHE COUNTY

This county was created in 1856 and organized, with a local government, on March 17th of the same year. Its territory was taken from Coryell and Bosque counties, and was originally a part of the great Milam District, which was a nominal jurisdiction from the time of the Texas Revolution. Comanche was one of twenty or more counties in Central Texas that came into existence before the war, but it was on the western frontier, and was very sparsely inhabited. living conditions were primitive, industry was pastoral rather than agricultural, and for the greater part of two decades the people were able to accomplish little more than maintain their precarious foothold. The wave of immigration that settled the Upper Brazos Valley also extended to Comanche County, and in 1860 its population was officially 709. During the following decade the resources of the older counties were absorbed in the struggle of the war, while the hostilities of the Indian tribes made settled conditions impossible along the border. The real development of the county began about 1870, when its population was 1,001. By 1880 population had increased to 8,608; in the following decade, though a portion of Comanche was taken to form Mills County, population increased to 15,608 by 1890; in 1900 it was 23,009; in 1910, 27,186; in 1920, 25,748.

Comanche was a border county until about 1880. In 1881 the Texas Central Railway was constructed across the northern corner of the county to a connection with the Texas & Pacific at Cisco, and that railroad did a great deal to change the county from one of purely pastoral activities to a farming section. A large portion of the county is included in a belt of woodland known as the Upper Cross Timbers, and about a fourth of the county is still classified as woodland. The decade of the '80s marked the introduction of agriculture and the breaking up of the range lands, and since then this development has progressed until Comanche is ranked among the agricultural sections of Central West Texas. At the last census there were 4,372 farms in the county, compared with 3,548 farms in 1900. Of a total area of 606,720 acres, 541,475 acres were occupied as farms, and approximately 253,000 acres were "improved lands." In 1882 the stock interests were estimated in round numbers at 31,000 cattle, 5,500 horses and mules, 9,000 sheep, and 9,000 hogs. At the last census the live stock interests were 25,623 cattle, about 12,026 horses and mules, 9,760 hogs, about 7,210 sheep and goats. In 1909, 136,945 acres were planted in cotton, 29,323 acres in corn, 13,323 acres in hay and forage crops, about 800 acres were in potatoes, sweet potatoes and

other vegetables, and minor crops according to acreage were oats, wheat and peanuts. The county claims importance as a center of fruit and nut production, about 195,000 orchard fruit trees being enumerated at the last census, and over 23,000 pecan trees.

In 1881 the wealth of the county, as estimated by taxable values, was \$1,377,285, more than a fourth of which was represented by live stock; in 1903, \$5,117,176; in 1913, \$11,789,449; in 1920, \$20,387,552. During 1890-91 the line of the Fort Worth & Rio Grande Railroad was built through the county. Comanche, the county seat, was a small town and noteworthy only as the seat of government until the coming of the railroad. The population in 1890 was 1,226; in 1900, 2,070; in 1910, 2,756, and in 1920, 3,542. The town of DeLeon originated as a station on the Texas Central Railway, and had a population in 1890 of 364, in 1900, of 807, and in 1910, of 1,015. Other towns are Sipe Springs, along the new branch of the Texas Central, where a small oil and gas field has been developed; Proctor, Hasse, Gustine, Lamkin, Comyn and Sidney. The old town of Comanche was for several years an important station on the Great Continental stage coach line covering the distance of 1,700 miles from Fort Worth, then the terminus of the Texas & Pacific Railway, to Fort Yuma and there connecting with the California system of transportation. This line of coaches was operated regularly from July, 1878, through Comanche, until the progress of construction on the Texas & Pacific had made this method of transportation obsolete. This old stage route was no inconsiderable factor in the development of Comanche County during the decade of the '70s. In the last nine years Comanche has become the junction point for the new line of the Cotton Belt constructed from Gatesville to Comanche, its present terminus.

COMANCHE

Comanche has been the county site since June 18, 1859, being removed at that date from the old town of Cora, fourteen miles southeast, which was the original seat of government from June 4, 1856, until date of removal.

At the census of 1920 the population was 3,524, as compared with 2,756 in 1910 and 2,070 in 1900. The assessed polls for 1920, which included few, if any, women, were 408. The present city limits cover four square miles, while the independent school district, including the city, comprises about fifteen square miles. The city assessment for 1920 shows real estate, \$1,971,967; personal property, \$1,115,203, which latter includes money and credits, \$475,333, or almost half of the personal property assessed, total assessment, \$3,087,170. The school district shows \$235,673 additional real estate and \$68,242 additional personal property, or a total assessment of \$3,391,085.

The scholastic enrollment in the school in September, 1920, was over 900. Schools are maintained from September until May, or nine months, with 23 teachers besides the city superintendent, in four school buildings, three for graded schools and one high school. The court house square and its approaches are paved with cement grout-

ing, surfaced with cement and finished with asphalt, which cost about \$20,000.

There are two lines of railroad converging here, the Cotton Belt extension from McGregor, terminating here, and the Fort Worth & Rio Grande, extending from Fort Worth to Menard. The Western Union has a telegraph city office and the Southwestern long distance has location with a strong local telephone line leading to all parts of the county. The line of the Texas Power & Light Company passes through from Brownwood to Dublin, and furnishes light, power and heat for all demands.

There are between 80 and 100 trading and mechanical concerns, including some 30 or 40 mercantile establishments; with three banks, two national and one state. There is an ice plant, a sand-lime brick factory, a wholesale grocery, an oil refinery, a flouring mill and a cotton warehouse among other concerns.

Churches are well represented, including Methodists, Baptists, Christians, Disciples, Presbyterians, Episcopalians and Universalists, all having buildings of their own. The Catholics are unrepresented except in an occasional mission.

Fraternal societies are strong, the Masons having one of the finest temples in the state, while the Odd Fellows and Knights of Pythias each has its own lodge building. Two order of Woodmen is strongly organized, and has a well-equipped rented hall.

The last bank statement, December 29, 1920, showed an original capital of \$265,000, with surplus nad undivided profits, \$102,281.54, deposits \$1,127,895.09, loans \$1,046,389.54, cash \$309,244.18, and other assets totaling \$1,645,511.94, excess of assets over outside liabilities, \$367,281.54.

The city tax rate is 50 cents general and 15 for road purposes. The school tax is 50 cents. For 1921 the city has reduced the city poll from \$1.00 to 75 cents, making \$1.50 for a husband and wife.

CONCHO COUNTY

Until very recent years Concho County has been regarded as included in the great Western Texas cattle range, a typical stock country, its undulating surface of hills and valleys, with scant growth of timber, furnishing a country whose primary usefulness is as pasture land. It was during the decade of the '70s that the pioneer stockmen made their first determined advance into the country, which they disputed with the buffalo and the Indian, and since then many thousand head of cattle, sheep and horses have grazed on the rich grasses of Concho County's land and have been driven out to market. Since the beginning of the present century agriculture has made important strides, and there are sufficient statistics to prove a great development in that line in that time.

Concho County was one of the county divisions created before the war by the Legislature in 1858, its territory having been taken from the original Bexar district. As was true of McCulloch County on the East, the stockmen had little interest in a permanent county organization, and the first county government was organized March 11, 1879.

The latter date indicates about the beginning of consecutive improvement and development in the county. The statistics of population indicate quite accurately other facts of progress. Population in 1880 was 100; in 1890, 1,065; in 1900, 1,427; in 1910, 6,654, and in 1920, 5,847. In 1881 the value of taxable property in Concho County was \$445,185, to which live stock contributed values amounting to about \$165,000.

In 1888 the Gulf, Colorado & Santa Fe Railway, which for several years had been building westward from Lampasas, was completed to San Angelo, and, passing close to the northwest corner of Concho County, furnished the most accessible railway conveniences for that county during the next twenty years. About 1910 a short line of railway was constructed from the Santa Fe at Miles into Concho County to Paint Rock. A year or so later branches of the Santa Fe through San Saba and McCulloch County, and of the Fort Worth & Rio Grande from Brady, penetrated the southeast corner of Concho County.

The county seat from the time of organization has been Paint Rock at the north end of the county and in the valley of the Concho River. The other chief settlements concentrated in the southeastern part of the county, where the older town was Eden, while Eola and Millersview were country communities between these two first mentioned places. Eden is now the western terminus of the line of the Santa Fe from Brady, and one or two other villages have sprung up with the railway.

In 1903 the valuation of property in Concho County was \$1,935,689. Development during the next ten-year period is indicated by the rise of taxable values to \$4,471,897 by 1913; and in 1920, \$5,105,401. The last Federal census enumerated 865 farms in Concho County, as compared with 119 in 1900. The area of the county is 617,377 acres, and while the census reported a part of this land in farms, only about 80,000 acres was classified as "improved land," which figures in themselves indicate much progress during the preceding decade, since the amount of improved land in 1900 was only 6,184 acres. The live stock interests in 1920 were: Cattle, 24,376; horses and mules, 5,017; sheep, 37,019; hogs, 1,661.

The County of Concho has a good system of schools and the last session of the law makers gave it several independent districts. During the last three years most of the smaller rural schools have been made a part of the larger rural schools and many small schools have made one good one.

The county seat took its name from the painted rocks along the Concho River near the town. These paintings were discovered with the country and have been preserved all these years. It is believed that the aborigines painted these rocks, as they are drawings of the hunt. Some will be the man shooting antelope and buffalo with a bow and arrow. Paintings of this kind are to be found in the southwestern part of Texas, but these are the best and have been better cared for than any in the surrounding country. The owner of these rocks takes great pride in their being on his ranch and sometimes says

that if the state will take the Painted Bluff he will deed it for a park to be preserved for the future generations.

COOKE COUNTY

One of the foremost agricultural and horticultural counties of North Texas, Cooke County, became settled during the decade of the '70s, and for more than thirty years its population has kept within the twenty thousands. The county was created by the Legislature in 1848 and organized in the following year, and in 1850 its population was a little more than 200. Cooke County is near the northeast corner of the original Peter colony grant, and its first settlers were Peters colonists. The pioneers began coming into the county about 1845. Gainesville was settled in 1848, and was selected as the county seat, and in 1856 was the only postoffice in the county. As the Red River



HIGH SCHOOL, GAINESVILLE

forms the northern boundary and north of that was formerly the Indian Territory, the inhabitants were especially exposed to Indian attacks for many years, particularly during the Civil war decade. In December, 1863, a raid into Cooke County resulted in the death of nine citizens and three soldiers, also the wounding of three soldiers and four citizens, and ten houses were burned, also a great quantity of grain. A number of the citizens left their homes and moved farther east, some in a destitute condition, without bedding or change of clothing. All the houses in Gainesville were crowded with refugees from the north and west part of the county. It was in 1868 that the Comanches made their last raid into Cooke and Denton counties. Thus to a large degree the progress which had been made before the war was lost, and the old and new settlers who returned during the late '60s found the fields almost in their virgin condition, and the work of development had to be begun over again.

During the '50s Cooke County was one of the large centers for the growing of wheat in North Texas, and in 1856 it was estimated that about 20,000 acres were in that crop.

By 1870 Cooke County had a population of 5,315; then followed the years of rapid settlement, and by 1880 the population was 20,391; by 1890, 24,696; in 1900, 27,494; and the first decade of the present century was marked by a decrease, the census figures of population being 26,603. Cooke County is the home of a considerable number of thrifty German people, and the last census reported over 1,000 inhabitants of that race.

The first railroad penetrating Cooke County was a branch of what is now the Missouri, Kansas & Texas. It was first built under the name of Denison & Pacific Railroad, west of Denison, and reached Gainesville by November, 1879. About the same time a telegraph line was put in operation between Denison and Gainesville. Gainesville thus became the commercial metropolis for Cooke and several other counties and also for the Chickasaw Nation of Indian Territory. Soon after the first railroad reached the town it began building rapidly, and in a few years claimed a population of 5,000 and was a considerable manufacturing and trade center. In 1886-87 the Gulf, Colorado & Santa Fe Railroad was extended north from Fort Worth to Gainesville, and subsequently construction work was extended north through the Indian Territory.

A report on the county in 1882 estimated that about one-fifteenth of the arable land was in cultivation, while the one most profitable industry was stock raising, and the county then had in round numbers about 40,000 cattle, 10,000 horses and mules, 6,000 sheep and 12,000 hogs. The following paragraph from the report refers to the railroads and towns and school facilities: "The Denison & Pacific branch of the Missouri Pacific Railway, in operation to Gainesville, is projected westward through the county. Gainesville, the county seat and principal station on that road, has 4,000 inhabitants and an annual trade of \$6,000,000. Custer City, Dexter, Rosston, Maryville, Valley View, Era, Lindsay and Muenster are villages with from 100 to 300 inhabitants and each with a good local trade. There are eighty public free schools in the county, with a scholastic population of 7,300, and these are taught eight months in the year. A handsome and substantial public free school building, with a capacity of 600 pupils, and supplied with the most approved outfit of globes, apparatus and other conveniences, has been erected in Gainesville, and the school put in operation on the basis of a nine months' term."

Gainesville in 1890 had a population of 6,594; in 1900, 7,874; in 1910, 7,624; in 1920, 8,648. As a city its chief importance is derived from its position on two railway lines and as the trading point for a large and prosperous country surrounding.

It has several factories of iron and machinery products, a canning factory, broom factory, cotton gins and oil mills, flouring mills, a brick plant to utilize the beds of brick clay in the vicinity, and a refinery. Besides Gainesville the chief towns, some of which have developed in recent years and others dating back to the '60s and '70s, are Valley

View, Windsor, Fair Plains, Maryville, Muenster, Myra, Lindsey, Woodbine and Dexter.

Cooke County has done much in recent years to improve its highways, and now has more than 100 miles of paved roadway. While for many years its agriculture has been important, the farmers have done much to diversify their industries and in the vicinity of the towns and cities fruit and truck growing is a large and profitable resource. The fruit country is the cross timber section of the county where the soil is especially adapted to fruit. In spite of the long continued efforts of farmers in the county for more than forty years, this county still has a great amount of virgin soil, and while fully three-fourths of the county is tillable, little more than a half has been brought under cultivation. The total area of the county is 577,280 acres, of which 500,129 acres were included in farms at the last census. The amount of "improved land" in 1910 was about 250,000 acres, as compared with about 225,000 acres in 1900. The number of farms increased from 3,307 in 1900 to 3,438 in 1910. A survey of the chief resources of the county on the farms is found in the statistics furnished by the last census. There were 25,985 cattle; about 14,469 horses and mules; 8,224 hogs. The acreage planted in corn, the chief crop, in 1909, was 80,360; in cotton, 73,741; in wheat, 16,807; in oats, 13,142; in hay, 13,823. With a much smaller acreage some of the minor crops usually classed as truck have a large proportionate value. About 2,000 acres were planted in potatoes, sweet potatoes and other vegetables, several hundred acres in peanuts. Alfalfa is a valuable crop, especially along the bottom lands, and in 1910 about 145,000 orchard fruit trees were enumerated, besides about 17,000 grape vines. In 1870 the taxable value of property in the county was \$863,629; in 1882, \$3,674,770; in 1903, \$8,321,820; in 1913, \$16,471,897; in 1920, \$17,703,810. Thus the increase of material wealth nearly doubled in the last ten years, although population remained about stationary.

GAINESVILLE

Gainesville, the county seat of Cooke County, has a population around 15,000. The assessed valuation is \$11,477,000.

It has a training school for girls, a state institution, seven public schools, three kindergartens and has recently authorized a bond issue for the erection of a \$150,000 high school. There are fourteen churches for whites and four for negroes. All the principal denominations are represented.

There are two national banks, with a combined capital of \$400,000 and deposits aggregating \$3,500,000. One state bank, capital \$50,000, deposits \$600,000.

Its industrial enterprises include a refining plant, cotton mill, ice factory, cotton warehouse and compress; iron foundry, mill and elevator, grain elevator, mattress factory, brick company and three cotton gins.

There are the usual complement of social clubs and fraternal organizations, a \$25,000 library fully equipped and containing a large collection of books, magazines and periodicals.

There is a fully equipped, modern fire department, a beautiful, well kept city park, well constructed street improvements and sidewalks. Fuel is supplied by natural gas from the gas fields in Clay County and Oklahoma.

It boasts of its beautiful homes and claims to be the most desirable place of residence in this section.

COTTLE COUNTY

The building of the Quanah, Acme & Pacific Railroad in 1909-10 opened up Cottle County to the agricultural settler, and a rapid development has ensued, but as yet there are no official statistics to cover this recent growth.

Cottle County was created August 21, 1876, and was organized January 11, 1892. In 1880 only twenty-four inhabitants were enum-



CHURCH STREET, GAINESVILLE

erated as residents of the county. Population in 1890 was 240; in 1900, 1,002; in 1910, 4,396, and in 1920, 6,901. Paducah, which was established as the county seat, had a population in 1910 of 1,350.

Cottle County is still prominent as a cattle country, but farmers are invading the pastures and demonstrating the value of the land in the production of cotton, grain and fruits. In recent years several of the largest ranches have been broken up into tracts. In 1900 the number of farms and ranches in the county was 122, and in 1910 there were 506. The total area of the county is 647,680 acres, of which 460,439 acres were reported in farms and ranches in 1910. The rapid process of agriculture is indicated by the fact that in 1900 only about 8,000 acres were classed as "improved land," while by 1910 about 214,000 acres were classified. The last census reported 16,488 cattle, and 3,920 horses and mules. In 1909, 17,151 acres were planted in cotton, 5,550 acres in corn, and 2,860 acres in kaffir corn and milo

maize. About 6,500 orchard fruit trees were enumerated. The value of assessed property in 1903 was \$1,627,982; in 1913, \$4,581,538, and in 1920, \$6,821,475.

Paducah was incorporated in 1910, and now has a population of something over 2,000 people. The last census only gave a population of 1,357 people, but it was discovered on recount that erroneous reports had been made and that the actual population, as stated above, was around 2,000 people. The assessed valuation of the city is \$1,447,727.20, on a 65 cent rate, and that of the schools is \$2,846,986, on a 50 cent rate. Paducah has four white churches, two of which are excellent brick structures, and one negro church. In addition there is a large public tabernacle of modern construction. The Paducah High School is rated by the State Department of Education as a school of the first class, and is housed in a \$50,000 brick building. In addition there are two frame buildings for white ward schools, and one frame building housing the colored school. Paducah has three banks and is situated in the center of a large territory, extending into five counties.

CRANE COUNTY

This is one of the West Texas counties as yet without organized local government. It was created in 1887 from Tom Green County, and the Pecos River forms its southwestern boundary. In recent years a very limited amount of land has been brought under irrigation in the valley of that stream. Near the northwest corner of the county passes the line of the Texas & Pacific Railway, and for many years the stock interests have used some point on that railroad as their center and shipping point. In the southern part of the county is a salt lake, covering 2,000 acres, and salt has been manufactured there since the first white settlers occupied the county.

At the census of 1890 only fifteen inhabitants were enumerated; in 1900 fifty-one; in 1910, 331. The total area of the county is 561,920 acres, of which 310,362 acres were reported as occupied in farms, and 1,584 acres classified as "improved land." The number of farms in 1910 were seventy-one, compared with twelve in 1900. The only important crops developed are kaffir corn and milo maize, to which 249 acres were planted in 1909; and corn with an acreage in 1909 of eighty-one. In 1920, 7,872 cattle were enumerated, and that is almost the only live stock found in the country. The total assessed wealth in Crane County in 1909 was \$770,971; in 1913, \$754,535; in 1920, \$532,145.

CROCKETT COUNTY

When created on January 22, 1875, Crockett County comprised an area of 10,000 square miles. The south line of original Tom Green County bounded it on the North, the Pecos River on the West, it extended along the Rio Grande for a number of miles, as far as original Kinney County, and included besides its present immense area a portion of Val Verde County and also the counties of Sutton and Schleicher. Val Verde County was created in 1885, and Sutton and Schleicher counties in 1887. Crockett County still has an area

of about 3,000 square miles. There are no railroads, except a few miles of the Orient line through the extreme northwest corner and the county seat is at Ozona, located on a tributary of the Pecos River. The surface in the northern portion of the county is level, high plains, while the southern and western parts are very rough, consisting of high hills, narrow valleys and canyons.

Crockett County is essentially a stock raising country, and with the exception of a few acres cultivated near ranch houses there is no attempt at farming.

The county was organized July 14, 1891. Its population in 1880, before the division of its territory, was only 127; in 1890, 1,194; in 1900, 1,591; in 1910, 1,296, and in 1920, 1,500.

The total area of Crockett County comprises 2,057,600 acres, and the last census classified about 47,000 acres as "improved land." The live stock interests at that time were enumerated as follows: Cattle, 79,765; horses and mules, about 4,000; sheep, 109,943, and goats, 8,793; in 1920, 56,621 cattle, 3,454 horses and mules, 77,033 sheep, 21,707 goats.

The only crops that found a place in the statistics for 1909 were 561 acres in hay and forage crops, and forty-three acres in kaffir corn and milo maize. The first bale of cotton was raised in the county in 1903. Ten years ago it was stated that about half of the land belonged to the state school and university funds, and the other half to railroads and individuals.

In 1910 only seventy-nine farms and ranches were enumerated. The assessed value of property in the county in 1903 was \$2,199,653; in 1913, \$2,742,442; in 1920, \$3,634,030.

CROSBY COUNTY

This is one of the plains counties of Northwest Texas, and until recent years has been essentially the home of stockmen. It was created in 1876, and was organized in 1886. Quite recently the county has come within the range of railroad facilities. After the completion of the Santa Fe to Lubbock, about 1910, the construction of a road from Lubbock eastward was undertaken, known as the Crosbyton South Plains Railroad. This road is now in operation as far as Crosbyton. When the county was organized the county seat was placed at Emma, but has since been moved to Crosbyton, which is the chief city, and in 1910 had a population of 800. Other towns are Emma, Estacado, Cone, Lorenzo and Ralla. For many years a county of large ranches, this section is now developing into a farming region. Large farms are the rule, and most ranchmen raise a variety of feed stuffs for winter use and some cultivate cotton. Since the construction of the railroad new settlers have arrived and are demonstrating the productive value of the land and the feasibility of dry farming methods. The population of Crosby County in 1880 was 82; in 1890, 346; in 1900, 788; in 1910, 1,765; in 1920, 6,025. The total area of the county is 556,800 acres, of which 370,901 acres were included in farms or ranches in 1910. The amount of cultivated or improved land in 1900 was about 6,000 acres, and 30,000 acres in 1910.

There were 242 farms and ranches in 1910, as compared with 116 in 1900. The number of cattle enumerated in 1920 was 13,060; horses and mules, 5,764. The assessed valuation in 1920 was \$4,372,564.

The chief crops in 1909 were: Hay and forage crops, 6,310 acres; kaffir corn and milo maize, 3,563 acres; corn, 2,189 acres; cotton, 324 acres; wheat, 131 acres; while about 10,000 orchard fruit trees were enumerated. Crosbyton, the county seat, has two national banks, four nice church buildings, and a \$50,000 school building. It is incorporated and one of the coming towns of the South plains.

CULBERSON COUNTY

Culberson County was created by the Legislature and organized in 1911, with an area of 3,780 square miles. Through the south end of the county pass the two railways, the Texas & Pacific and the Southern Pacific, and Van Horn, the county seat, is a railway division point on the Texas & Pacific. The county was named in honor of Senator Charles A. Culberson. The surface of Culberson County is mountainous in the south and southwestern parts, with many breaks and canyons through the northern and eastern sections. In this county is Guadalupe Peak, with an altitude of 9,500 feet, and there are many others of lesser elevation. To a limited extent irrigation has been employed from wells for the growing of vegetables, but so far the grazing of stock is the chief use to which the lands have been put. Culberson County has valuable marble deposits and has also a place in the production of gold, silver and copper, several mines being located near Van Horn. As the last census was taken before the organization of Culberson County, there are no statistics of population and its economic resources.

DALLAM COUNTY

Occupying the extreme northwest corner of the Panhandle, Dallam County was for two-thirds of its area included in the great Capitol Syndicate holdings, and about fifteen years ago it was estimated that half the lands of the county were held in large tracts. Two railroad lines have encouraged development of agriculture and the breaking up of the big ranches, and in recent years the county has come to claim distinction as a productive center for all the staple Panhandle crops.

Dallam County was organized September 9, 1891. In 1888 the Fort Worth & Denver City Railway was built across the county to Texline, where the two divisions of the road were connected. Texline, close to the New Mexico boundary, was the original county seat. In 1900 the Rock Island Railroad was built across the county at right angles to the first line, intersecting at Dalhart, near the southern edge of Dallam County, with a portion of the larger city of today in Hartley County. Dalhart, founded as a railroad junction point, has grown rapidly and is now one of the largest towns in the Panhandle, having a population in 1910 of 2,580 and in 1920 of 2,676, considerably more than half the population of Dallam County. While the center of a large trade, both retail and wholesale, Dalhart derives its chief importance from the railroad, the Rock Island maintaining

shops and division headquarters there. It is now the county seat. Outside of Dalhart and Texline other towns in the county are Corlena, Terico, Ware, Matlock, Chamberlin, Conlen and Hovey.

The population of Dallam County in 1890 was 112; in 1900, 146; in 1910, 4,001, and in 1920, 4,528. In 1900 there were only four farms in the entire county, due to the fact that most of the lands, as already stated, was under one corporate ownership. By 1910 the large tracts had been broken up, and there were 201 farms. The amount of land officially described in the census as "improved land" in 1900 was 1,280 acres, and by 1910 that had increased to about 48,000 acres. The total area of Dallam County is 980,480 acres, and 346,697 acres were included in farms at the last census. The number of cattle found in 1910 was 27,419; of horses and mules, about 900; and of sheep, 6,443; in 1920, 37,428 cattle, 2,231 horses and mules.

Although situated high up on the Plains region, Dallam County citizens claim that every staple crop can be grown except cotton. In 1909 the acreage in hay and forage crops was 10,501; in kaffir corn and milo maize, 7,118; in wheat, 3,787; in corn, 509, and in oats, 479. The valuation of property in the county in 1903 was \$1,367,798; in 1913, \$6,763,300; and in 1920, \$8,853,999.

DALHART

The town of Dalhart was incorporated in 1902, and immediately thereafter began the development of a real town, based on city building methods.

At present Dalhart has six business blocks, paved with brick, a \$25,000 sewerage system, which includes fifteen miles of mains, an up-to-date electric lighting system with twenty-five miles of high tension wires, through which the beautiful "White Way" is illuminated.

Among the industries in Dalhart there is an ice plant with a storage capacity of 2,400 tons, and all fruit shipments from the Imperial Valley of California are re-iced and placed in proper condition for further shipment. These shipments arrive via the Rock Island Railroad lines.

The local telephone plant, with its rural connections and long distance lines, is modern in every particular.

The city has eight churches, two schools and an up-to-date water supply from the system of deep wells, two concrete reservoirs of 250,000 gallons capacity and a standpipe holding 80,000 gallons with a pressure of eighty pounds.

From a civic standpoint Dalhart ranks among the most modern towns in the West. A movement is now on foot for the organization of "The Tennessee Club," membership in which will be limited to natives of Tennessee. Judge W. H. Denton, who came here in 1892, being the oldest Tennessean in point of residence in this section, is slated to be the first president of this club.

The vicinity of the Rita Blanca Canyon, a wide shallow arroya which lies across the southern part of the town, makes a very attractive resort for those who like to hike and spend their time in the great outdoors, and its rocky slopes, carpeted with flowers in springtime, makes a welcome break in the monotony of the Plains.

A plain is now on foot to purchase several thousand acres of the Canyon as a park and pleasure ground for Dalhart and its visitors, which will add immensely to the attractiveness of the town.

DAWSON COUNTY

Perhaps no county in the Plains country of West Texas has developed more rapidly since the beginning of the present century than Dawson. The county boundaries were assigned in 1858, but the county received only scant attention even from the stockmen, and its population did not justify a county government until 1905. In 1880 only twenty-four persons were enumerated in the county; in 1890 the population remained about the same, twenty-nine inhabitants being reported; in 1909 the population was thirty-seven, but by 1910, 2,320 inhabitants were found in the county, and in 1920 there were 4,309.

The development which was carried on so rapidly during the first decade of the present century came in advance of the first railroad. The Pecos & Northern Texas Railroad was opened as far as Lubbock in 1910, and has since been continued south to the town of Lamesa in Dawson County. Since then population has continued to increase, and there has occurred a general breaking-up of the large ranch holdings into small farm areas.

In 1900 only five individual farms or ranches were enumerated in the entire county. This number was increased to 330 by 1910. In 1900 thirty-five acres were reported as in cultivation, and in 1910 about forty-three thousand acres. The total area of the county is 577,920 acres, and 177,432 acres were included in farms in 1910. The census reported 5,729 cattle; about 1,400 horses and mules, and 1,606 hogs. In 1920 the enumeration is: Cattle, 10,500; horses and mules, 2,625. In 1909, 7,290 acres were planted in kaffir corn and milo maize; 3,287 acres in corn; 1,438 acres in cotton, and about 8,000 orchard fruit trees were enumerated and some other fruits. The valuation of property in 1913 was \$2,838,026, and in 1920, \$6,554,646.

LAMESA

Lamesa, the county seat, has had a steady growth since the organization of the county, which was in 1905. It has four churches, two banks, five grocery stores, three dry goods stores, three drug stores, two hardware stores, one variety store and confectionery, two millinery stores, one electrical supply store, one harness and saddle shop, two abstract plants, four hotels, two restaurants, two haberdashers, three garages, three blacksmith shops, four gin plants, one ice, light and power company, one watchmaker, one butcher shop, three petroleum agencies, and preparations are being made to erect a seventy-five thousand dollar school building.

DEAF SMITH COUNTY

A portion of the vast holdings of the Capital Syndicate Ranch was located in Deaf Smith County, and for many years almost the entire area of 991,360 acres were included in great ranches, and the grazing of cattle is still almost the only vocation except along the line of railways.

Deaf Smith County was organized October 3, 1890, and the first

county seat was at La Plata, a village no longer in existence. When the Pecos & Northern Texas Railroad from Amarillo was completed through the county towards the close of 1898, a station was established at a point called Hereford, and a few houses soon marked the site.

This location was voted the county seat, and it has since been the metropolis of the county. In 1910 it had a population of 1,750. Hereford has for a number of years been the shipping points for cattle in Northwest Texas, and besides its varied commercial enterprise is also a school town. Through the efforts of local citizens Prof. Randolph Clark, one of the founders of the noted Add-Ran College at Thorp Springs, which became the nucleus for the Texas Christian University, was induced to interest himself in the founding of a new college in the Northwest, and as a result in 1902 the Panhandle Christian College was founded at Hereford. Other towns along the Pecos & Northern Texas are Dowell and Dawn, and there are one or two stations in the northwestern corner of the county along the line of the Rock Island Road, which was built about 1910.

In 1880 Deaf Smith County had a population of 38; in 1890, 179; in 1900, 843; in 1910, 3,942, and in 1920, 3,747. The valuation of property in 1903 was \$1,630,092; in 1913, \$5,992,272, and in 1920, \$7,346,780.

Like many other sections of the Panhandle, Deaf Smith County is underlaid by an abundant supply of water, reached at a depth of from 40 to 150 feet. This supply has been drawn upon for many years for stock and domestic purposes, and more recently considerable enterprise has been manifested in irrigating crops from the same source.

In 1913 more than four thousand acres were irrigated. As compared with the total area only a small portion of Deaf Smith County has been brought under cultivation. In 1910, 273,456 acres, less than a third of the total area, was included in farms or ranches, and about 86,000 acres were classified as "improved land," as compared with about 11,000 acres in 1900. There were 97 farms and ranches in 1900 and 361 in 1910. The last census enumerated 42,056 cattle; 4,057 horses and mules, and 4,454 sheep. The chief crops in 1909 were: Hay and forage crops 18,892 acres; wheat, 7,973 acres; oats, 1,934 acres; kaffir corn and milo maize, 1,495 acres, and corn, 126 acres.

HEREFORD

Hereford, the county seat, was laid off, plotted and named when the railroad was built through the county in 1898. It took its name from a herd of pure bred, registered cattle of that famous breed then maintained near the location of the present town, on the Tierra Blanco Creek, one of the tributaries of the Prairie Dog Town Fork of Red River.

The growth of the town has been slow but gradual and constant, especially in quality.

A handsome court house, with marble outside walls, was built a few years ago, which is commodious and convenient and up-to-date in every way. The town was incorporated in 1906 and in 1912 adopted the commission form of government with a mayor and two commissioners.

There are five or six church organizations, which have comfortable places of worship, and two of them, the Christian and the Methodist

churches, have handsome, new brick buildings arranged and equipped in the latest way. The town is well supplied with a modern sanitary sewer system, with over seven miles of sewer lines, and with an excellent water works system, both of which are owned and operated by the city. A beginning has been made in the formation of a public library, which is being added to from year to year and now contains several hundred volumes of well-selected books. It will soon be of good size and great usefulness.

The city has fifteen blocks of well-paved streets and more in contemplation. An excellent electric plant is in operation furnishing lights and power all over town.

Two good schools supply the educational needs of the community. The Grammar School is a handsome three-story brick building erected a few years ago. The High School will soon have to be provided with a larger, better and more modern building. Now that the constitution has been amended so as to make a new building financially possible the progressive spirit of the community may be trusted to vote the money to get it.

The population, including the incorporated limits and the addition, is about 2,500.

DENTON COUNTY

This county was settled first in the early forties. It is located in the second tier of counties south of the Red River and is west of Collin and East of Wise counties. The county was created from Fannin in 1846 and was organized in July of that year. The first county seat was Pinckneyville, which was situated about one and one-half miles east of the present county site. Later the county seat was moved to a new town, which was called Alton, and moved again to a new site, on the banks of Hickory Creek, about six miles southeast of the city of Denton, to a new town which was also called Alton or "New Alton." This move was made necessary because of the failure to find sufficient water at the first town of Alton. At the presidential election in 1856 the voters voted to move the county seat to what is now the city of Denton. On January 10, 1857, the citizens and other interested individuals gathered at the new town site and an auction was held by C. A. Williams, who was sheriff at that time and is still living in Denton. From that date the town of Denton dates its existence. Pilot Point is, however, the older town and was settled and of some importance commercially several years before the town of Denton existed.

Denton County has four railroads. The Texas and Pacific runs through the county from northeast to southwest. The Gulf Colorado and Santa Fe crosses the full length of the county from north to south. The Dallas and Wichita Falls branch of the Katy was the first line built in the county and runs from the southeast corner of the county through to the north line. The St. Louis and San Francisco Railway traverses the country along the east line of the county and has two stations in Denton County and several just across the line in Collin County, which serve Denton people.

Railway stations in the county are: Denton, Pilot Point, Aubrey, Sanger, Krum, Ponder, Justin, Roanoke, Argyle, Corinth, Garza, Lewis-

ville, Mingo, Caney Spur and Hebron. Villages in the county not on any line of railway are: Little Elm, Navo, Mustang, Bolivar, Stony, Waketon and Parvin.

The census of 1920 gave the county 35,355 inhabitants. The towns of the county which were incorporated in the last census were Denton, 7,625; Pilot Point, 1,399, and Sanger, 1,204.

The land in Denton County is divided into three distinct belts, which are: the Elm Flat country, east of the Cross Timbers, and is a part of the Black Belt, which includes Collin, Dallas and other counties of Central Texas. Joining this on the West is the belt of timbered land which extends across Texas and known as the Lower Cross Timbers. West of this belt lies what is known as Grand Prairie, which extends from the Red River in Cooke County south and eastward to Tarrant and Johnson counties.

The east part of the county is adapted to cotton, small grains and corn the timbered belt raises cotton, peanuts, fruit and vegetables, while the western prairies are largely cultivated in wheat, oats and other small grains and constitute what is known as the Great Denton County Wheat Belt. Denton County has an abundance of pure soft artesian water, which may be procured practically anywhere in the county by drilling from two hundred to six hundred feet.

The city of Denton, as stated elsewhere, has a population of 7,625 according to the last census, while the suburban parts of the city will bring the population well up toward ten thousand, and it is safe to say that one-third of the people in the county live within three miles of the court house at the county seat.

DENTON

The city is celebrated for the excellence and size of its educational institutions. Beside one of the strongest city school systems in the state, which boast a daily attendance of more than two thousand students, the town has within its borders two of the great educational institutions of the state in the North Texas State Normal, with a record of 3,017 (duplicates excluded), enrolled students in one year and the College of Industrial Arts for young women, which is one of the largest schools of its kind in the United States, boasting an enrollment exceeded by only two female colleges in the nation. It has a record of 2,162 students in one year.

These schools are perhaps the greatest asset the city has, although the agricultural and livestock interests are large and have grown greatly in the past few years. The Denton Dairy Association has more than two hundred members, and the daily production of milk is the largest of any single community in the state, unless it be some of the large cities where the dairy industry is spread over a much wider district. The town has two flouring mills, with a combined capacity of some seven hundred barrels of flour, and as much meal and feed.

A brick factory turns out the highest grade of brick in the Southwest, and Denton brick are found as the finishing brick in almost all the great buildings of the larger cities of the state and neighboring states.

Other industries are a cotton oil mill, with a capacity of 80 tons of seed per day; an ice factory of 60 tons capacity daily; municipally

owned water, light and power plant, sewer plant, fence factory, machine shop. There are five public school buildings, representing an investment of \$250,000, and the usual complement of mercantile establishments incident to a town of its size.

The people are almost all descendants of the old South, and the whole population is of a high class, with no undesirable foreign element and very few who do not boast a forward look toward better things in education and civic life.

DICKENS COUNTY

This county, in Northwest Texas, presents a broken surface, with undulating valleys, while in the northwestern portion is a section of the Staked Plains. The county was created August 21, 1876, and was organized March 14, 1891, with Dickens as the county seat.



HOUSEHOLD ART BUILDING AND ADMINISTRATION BUILDING.
DORMITORIES IN BACKGROUND, COLLEGE OF ARTS, DENTON

For a number of years three or four ranches covered most of the available portion of the county for ranching purposes, and the development of the county for any other purpose than grazing has been slow. The population in 1880 was only 28; in 1890, 295; in 1900, 1,151; in 1910, 3,092; in 1920, 5,876.

In November, 1909, regular service was instituted over the line of the Stamford & Northwestern Railway, now a division of the Wichita Valley. The northern terminus of this road is Spur, in Dickens County, and though the town is little more than four years old its improvement has been rapid, its population is estimated at about one thousand, and all modern facilities and public utilities have been provided.

Of recent years many settlers have been induced to come to Dickens County, and ranch owners have cut up their pastures into farms and placed them upon the market. The farmers are growing all the West

Texas staples, cotton being the chief crop. For many years small orchards and vineyards at various ranch homes have demonstrated the fruit possibilities of the county. Ranch owners have taken an interest in improving their grades and the old range animal has almost disappeared from the county. Herefords, Shorthorns and other beef cattle have taken their place.

The assessed value of property in Dickens County in 1903 was \$1,352,451; in 1913, \$3,973,744; in 1920, \$4,207,925. The total area of the county is 563,840 acres, of which about 35,000 acres were reported as "improved land" in 1910. The number of farms at the last date was 349, as compared with 197 in 1900. The number of cattle in 1920 was 29,304, and of horses and mules, about 2,900. The acreage in cotton in 1909 was 5,481; in kaffir corn and milo maize, 2,430, and in corn, 2,014. The interest in horticulture is indicated by the numeration of about twelve thousand orchard fruit trees, and upwards of one thousand grape vines.

DONLEY COUNTY

Situated on the southern tier of the Panhandle counties, Donley was among the first of the county divisions in this section of the state to be organized. Its boundaries were formed in 1876, and in March, 1882, a county government was organized.

The county seat, Clarendon, is one of the oldest centers of settlement in the Panhandle. It was laid out as a town about 1878, at which time there was no railroad within 300 miles. The surrounding country was entirely taken up by cattlemen and their interests, but with the extension of the Fort Worth & Denver Railroad through the county in 1887 a new era was inaugurated. When Clarendon was moved from its former location on the Salt Fork of the Red River to its present location, five miles south of the original one, it began to grow and attracted many merchants, real estate men, cattle dealers and others, and was also the home center for many of the cattlemen operating in that section. Clarendon is now one of the important towns along the Fort Worth & Denver Railway, and in 1920 had a population of about 3,000.

Donley County's population in 1880 was 160; in 1890, 1,056; in 1900, 2,756; in 1910, 5,284; in 1920, 8,035.

Over thirty years ago, about the time the county was organized, there were estimated to be about twenty thousand cattle, besides several thousand sheep, horses and mules in the county, and this industry was operated in the open range, and the cattle after maturity were driven north and found their principal market at Kansas City. Clarendon at that time was said to be a village of from fifty to one hundred inhabitants, had two stores, and a Methodist Church. Donley, like other Panhandle counties, has developed a substantial agricultural industry, a crop failure has never been known, and the population now find the sources of living both in the ranch and in the fields by following diversification in crops. Interest in dairying and poultry raising is increasing.

Irrigation is not necessary, for the average rainfall is 25 inches, with abundance of good shallow water. Several natural lakes are in the vicinity of Lelia Lake, a town of 500, seven miles east of Clarendon, on the Fort Worth & Denver City Railway.

It is one of the greatest alfalfa centers and shipping points in Texas. There are also several pure-bred herds of hogs that have become famous here. Hedley, a town of 800, fourteen miles east of Clarendon, is a center for pure-bred, big bone Poland-China hogs, having some of the finest herds in Texas, and it is one of the finest farming sections in the historic Green Belt of the Panhandle.

At the last census Donley had 1,000 farms. The progress in the ten-year period in agriculture is indicated by the increase in farms to a total number of 601 in 1910, as compared with 188 in 1900. The approximate land area of Donley County is 579,840 acres and the last census reported 488,721 acres in farms, with about 82,000 acres in "improved land," as compared with about 14,500 acres so classified in 1900. The county is essentially a diversified farming and stock-raising section, and the census enumerators found 31,896 cattle, about 4,500 horses and mules, 5,132 hogs, 720 sheep, and 24,639 poultry; in 1920 there were: 21,464 cattle, 5,957 horses and mules, 7,200 hogs, 600 sheep, and 35,000 poultry. In 1909, 30,975 acres were planted in the cereal crops, including 19,675 acres in corn, 766 acres in oats, 270 acres in wheat, 10,262 acres in kaffir corn and milo maize, and in 1920 this was increased by 100 per cent. The acreage in hay and forage crops was 12,108, including 679 acres in alfalfa and 8,229 acres in coarse forage. Cotton is an increasing crop, and had 4,811 acres in 1909, with about 20,000 acres in 1920, and some attention is also paid to the vegetable crops. About 30,000 orchard fruit trees were enumerated, and the statistics also showed production of grapes and small fruits.

CLARENDON

The county has five towns and cities on the railroad. They are: Clarendon, Hedley, Lelia Lake, Ashtola, Giles and Jerico.

The county has six banks, with a total deposit of more than three million dollars (November 15, 1920). The county has practically every industry that is necessary to the welfare of mankind and has a fine public school system. The school buildings and equipment in Clarendon alone are well worth over \$600,000. Besides the only Junior College in the Panhandle is located here—Clarendon College, which has an equipment worth about \$500,000. The church property in Clarendon is worth approximately \$250,000, which shows that the people are church loving people.

Donley County has one of the best County Fairs in the entire Panhandle and takes premiums at all of the State Fairs. In 1920 the county won second prize at the State Fair of Texas in the County Exhibits.

The Famous J-A Ranch, which was founded in 1884 by Mr. John Adair, is partly in Donley County. This ranch has more than 600 sections in it.

Clarendon has paved streets, White Way, which lights up the streets, good water system, etc.

EASTLAND COUNTY

Created on February 1, 1858, and named in honor of William M. Eastland, who had been murdered while a prisoner in Mexico, Eastland County was one of the number of blocks of territory carved from the

public domain before the war by legislative enactment, but which for many years had no population to justify a county government. The county was formally organized December 2, 1873. In 1860 the Federal census enumerated ninety-nine inhabitants of Eastland County, and in 1870 this population had decreased to eighty-eight. The few settlers that remained during the '60s comprised a sort of advance guard against the forces of barbarism that still held the entire western region of Texas. From the immigration which followed the war Eastland profited to some degree, but its real development was due to railroads, and in this connection some generalization may be noted with reference not only to Eastland but to other counties in the same vicinity.

The decades of the '70s and '80s witnessed the real settlement of



FIRST STATE BANK, EASTLAND

Western Texas. During the '70s the buffalo were finally hunted from the plains, and quickly following them came the great herds of domestic stock and the old-time stockmen. For a few years these latter were supreme lords of the domain of grass-covered prairies. Not far behind was another instrument of progress—the railroad—which invaded the cattlemen's country and, while co-operating with the stock industry, it also served to introduce permanent settlers. More than any other factor, the railroad has made West Texas a home for people. Where the railroad has penetrated counties have been organized, towns have been built, and fences have divided the prairies from the sown fields.

In anticipation of the railway, settlement became fairly rapid in Eastland County at the middle of the '70s. A newspaper correspondent writing in January, 1876, said: "Six months ago Eastland City, the county seat, was laid out on the north prong of the Leon River. At that time

it was nothing more than a wilderness. We now number about 250 people; have twenty-five dwelling houses; one saw and grist mill; two large retail stores; one large stone house is being built on the public square, the upper story to be used gratis for a court house. Our county has not been troubled by the red men for two years." This last reference indicates how closely the modern era followed upon the close of Indian troubles.

By October, 1880, the construction trains of the Texas & Pacific had reached Eastland City, and Ranger in Eastland County had become a regular station on that road. In 1881 the Texas Central was built from the southeast to Cisco, making a junction with the Texas & Pacific. It was soon afterwards continued into Shackelford County, and these two lines comprised the only railways of Eastland County until recently a branch of the Texas Central was built across the southern edge of the county.

The settlement of the county following the railroad period is indicated by the following statistics for the ten-year periods beginning in 1860. In 1860 the population was 99; in 1870, 88; in 1880, 4,855; in 1890, 10,373; in 1900, 17,971; in 1910, 23,421; in 1920, 58,505. As a railway junction point Cisco was the chief population and business center of the county until the discovery of oil in the county, since which time Eastland and Ranger have larger populations, the last census showing Ranger more than 16,000; Eastland, 10,000; Cisco, 7,500. Cisco's population in 1890 was 1,063; in 1900, 1,514, and in 1910, 2,410. At the last census Eastland had a population of 855; Gorman, 963; Rising Star, 640, and Carbon, 479. In 1882 the only towns outside of Eastland and Cisco were Ranger and Desdemona.

In 1881 the county had taxable values of \$1,077,682; in 1903, \$4,575,172; in 1913, \$9,816,415; in 1920, \$24,037,100; in 1921, \$55,000,000. The county has an area of approximately 592,000 acres, much of it rugged land and best suited to grazing purposes. In 1882 it was estimated that only about 10,000 acres were in cultivation, and the stock industry, according to assessment returns, was at that time not so important as in other counties in the same general locality. In 1910 about 420,000 acres were included in farms, and the amount of "improved land" was approximately 174,000 acres. There were 2,981 farms in 1910 as compared with 2,510 in 1900. The stock interests in 1920 are: 14,850 cattle, about 7,340 horses and mules, 9,560 hogs. The acreage in the principal crops in 1909 was: Cotton, 87,441; corn, 15,525; kaffir corn and milo maize, 1,791; peanuts, 1,082; hay and forage crop, 8,823; while about 179,000 trees were enumerated in orchard fruits, and about 15,000 pecan trees.

Concerning agricultural and general development of resources, a writer in the Texas Almanac for 1914 said: "An increased acreage of peanuts and other feed crops has increased the number of live stock on farms, and large numbers of cattle and hogs are marketed in a finished condition every season. Live stock raising on ranches continues as an important industry, but greatly improved as compared with old conditions in both class of animals and in methods of handling. In all sections there is progress in agricultural and horticultural lines. The small-grain crop is generally good. Cotton is grown on nearly every farm and the feed-stuffs adapted to this section yield a heavy acre tonnage. Silos are being

introduced and the practice of selling the feed crops on the hoof is becoming more general. Most farmers grow their own fruit, local markets are also supplied and small express shipments are made in season. Apples, pears, plums and grapes are well adapted to climatic and soil conditions. Coal is mined several miles north of Cisco, and deposits of this mineral exist in several other sections."

Until 1917 Eastland County was a typical West Texas county, with a population of about 25,000 people, and almost wholly a pastoral and agricultural county, with a preponderating rural population. Then, almost in a night, came a dramatic and spectacular change. The discovery of oil in October, 1917, in the McCleskey well west of Ranger, precipitated an economic revolution in the county and ushered in the biggest and most quickly-developed oil field in the Southwest, if not in the United States.

Some ten years ago the Texas & Pacific Coal Company drilled a number of test wells with a diamond drill in the eastern part of Eastland County, with a view of extending their coal operations. Near the little village of Staff, about twelve miles east of Eastland, at a depth of some six hundred feet, they found traces of oil and gas. This discovery aroused little local interest, but induced W. K. Gordon, the general manager of the coal company, to pursue drilling operations with a view of developing an oil field in the vicinity. For several years and at an expense of several hundred thousand dollars the T. & P. Coal Company prospected various parts of Eastland, Stephens, Palo Pinto and Erath counties within a radius of perhaps fifteen or twenty miles of the town of Thurber, in all instances drilling only comparatively shallow wells, most of them not over a thousand or fifteen hundred feet in depth. They found nothing specially encouraging until their No. 1 well west of Strawn, which afforded small production at a depth of something like eight hundred feet, which was then assumed to be the approximate depth of the producing oil sand in this territory.

A number of other tests failed to develop this sand into paying production, and it was not until a deep test of approximately 3,300 feet was made in the McCleskey well west of Ranger that the possibilities of the Eastland-Stephens county oil fields were seriously considered. At a depth of approximately 3,300 feet, when it seemed that hope of finding oil in paying quantities must be abandoned, and when preparation in fact had been made for abandoning the test, the McCleskey well was brought in with a flush production of something like one thousand barrels. Within a month nearly all of the important concerns in the Southwest were in the field and millions of dollars were spent in leases, and by the 1st of January, 1918, something like a hundred wells were being drilled.

As now defined by actual drilling operations, practically every part of Eastland and Stephens counties seems to be within the proven oil territory and, geographically speaking, within the Pennsylvania formation. Further tests have extended the field into the western part of Palo Pinto County, the southern part of Young and several miles into Erath and Comanche counties, to make no mention of the shallow field near Brownwood in Brown County, and the small production around Moran in Shackelford County.

The immediate results of this discovery were the building of several important small cities upon the sites of what had once been but small towns. Ranger has a present population of about 16,000, when prior to the discovery of oil it was a village of four or five hundred. Eastland, the county seat, has a population of about 10,000, where it had a population of only 1,000 prior to 1917. Cisco has grown from a population of 2,500 to a population of between 7,000 and 8,000. Desdemona has a population of about 4,000, when it had a population of about 200 before the discovery of oil. Gorman and Rising Star are each active and growing cities with populations of approximately 3,000, when prior to the discovery of oil they had considerably less than a thousand.

The county has grown within the last three years from a population of approximately 25,000 to a population of approximately 60,000, with taxable values increased from eleven million to fifty-five million.

An insistent demand for better transportation facilities followed close on the heels of this oil development.

A bond issue of four and one-half million dollars for the construction of a good roads system has been voted and the bonds sold and contracted to be sold. This amount, together with state and federal aid, renders available now and in the immediate future nearly five million dollars, which amount is being expended in the construction of approximately two hundred miles of hard-surfaced highways in the county, and will result in connecting every part of the county with first-class improved highways of the latest type and will also make connection at the county borders with the trunk highways running through the county north, south, east and west, in which this county is a unit. This bond issue, by the way, is understood to be the second largest in the state for this purpose, being exceeded only by Dallas County.

Three railroads, connecting the important cities of Ranger, Eastland and Cisco with Breckenridge in the oil fields of Stephens County on the North, have already been completed, as follows: The Hamon Road, from Dublin to Breckenridge; the Ringling Road, from Mangum on the Texas Central through Eastland to Breckenridge on the North, with an immediate program of extension to Brownwood on the South and Graham on the North; and the Cisco & Northeastern Railroad, from Cisco, to Breckenridge, with immediate plans of a north extension under way. A significant fact is that of the several million dollars involved in the building of these railroads the greater part was contributed by local capital.

The banking capital of the county has increased within the last four years from an aggregate of not over a half a million dollars' banking capital and a million and a half deposits to an aggregate banking capital of a million and a half, with more than twenty million dollars' deposits.

In addition to the amount of money brought into the county in the purchase of leases and expended in drilling operations several millions of dollars have been spent by the important oil companies in the way of permanent improvements. The Texas Pacific Coal & Oil Company has its operating headquarters at Ranger, as has the Sun Company and several others. Ranger is also the location of a number of oil supply houses and shops. Nearly all of these companies have built substantial and

expensive buildings in which their headquarters are located. The Prairie Oil & Gas Company, perhaps the most important producing corporation in the West, has its land and lease headquarters for Texas in a new \$150,000 office building located in Eastland, which is also the Texas headquarters for the Prairie Pipe Line Company. The Production Department of the Prairie Oil & Gas Company is located at Ranger. The States Oil Corporation and its affiliated Duquesne Corporation, which is one of the most important in the Eastland County field, and which has several times led all other companies in production, is located at Eastland, its headquarters, buildings, shops and improvements representing an investment of about a half million dollars. The Associated Oil Company, of California, has its Texas headquarters at Eastland, where is also located the division headquarters of the Empire Gas & Fuel Company and the Gulf Production Company. The Gulf Production Company also maintains its pipe line headquarters at Ranger. The Ardizzone-Braden Oil Company, the Southwestern Oil Development Company, the Montreal Oil Company and several others have their Texas headquarters at Eastland, and nearly all have erected valuable and expensive improvements.

Cisco is the West Texas headquarters of the Humble Oil & Refining Company, and this concern has built a plant near Cisco which is one of the most elaborate and expensive in the oil fields. The Texas Company also maintains its division headquarters at Cisco. Important operators and corporations are also located at Desdemona, Gorman and Rising Star.

As an index of the importance of the oil industry in Eastland County the following figures, obtained from the headquarters of various companies, of date the 1st of December, 1920, are significant: Wells now drilling, 407; wells located, to be immediately drilled, 138. These statistics refer only to new operations as of the month of November, 1920, and do not include wells already drilled, either producing or abandoned. For the month of November, 1920, the average production of the Eastland County fields, as reported by the ten major oil companies, was approximately 25,000 barrels per day, with an approximate value in daily production of \$100,000.

The city of Eastland is the county seat of Eastland County and has been practically since its organization. Early in the oil development a city ordinance was adopted prohibiting any drilling within the city limits, and the city, which is under a commission form of government, has been projected and built upon lines of permanency and future development which are somewhat unique in an oil field city. The taxable values of the city are nearly ten million dollars. It has four banks, with an aggregate banking capital of \$600,000 and deposits of nearly \$5,000,000. It has a complete sewerage system covering the entire city limits, with one incinerator and disposal plant erected and another under contract. It has a bond issue upon which some fifteen miles of vitrified brick pavement are projected and under contract, and work has already been completed on all the main business streets. It has natural gas distributed throughout the city and suburbs by a local concern, and reservoirs containing over three million gallons of stored water, either built or under

construction, for municipal uses. It has a one-hundred-thousand-dollar city hall, with an auditorium seating 1,200 people, and a fire department with fifteen firemen and fire equipment representing nearly \$100,000. It has a high school and two ward schools, and plans are now under way for the erection of a \$250,000 new high school building. It has scholastic attendance of about 1,500 in the city schools. The fire limits of Eastland are very rigid, and practically the entire business part of the city is within fire limits, in which the buildings are of brick or fire-proof construction. It has two five-story bank and office buildings, representing an investment of more than \$600,000, and twelve hotels, with an aggregate capacity of 500 guests, and two new hotels, the Connellee and the Harwood, under contract, which, when completed, will afford accommodations for between 400 and 500 additional guests. The two new hotels mentioned will represent an additional investment of more than half a million dollars.

Eastland is making a special effort to locate factories and industries of this character. The Oil Belt Power Company, a \$5,000,000 concern, has its headquarters at Eastland and its plant three miles southeast of Eastland, on the Leon River. This concern, which proposes to manufacture and distribute electric power and light throughout West Texas, has a reservoir created by damming the South Leon River, which impounds nearly half a million gallons of water. It has already installed and in operation engines with a capacity of ten thousand horsepower and is now engaged in installing the necessary machinery to double this capacity. From this plant is furnished electric light and power for nearly all of the important cities of West Texas and also power for pumping oil wells and for drilling operations, it having been successfully demonstrated that electricity is the cheapest power for pumping and drilling operations in this oil field.

Within a radius of two or three miles of the city of Eastland is a present and potential gas production of hundreds of millions of cubic feet a day, and it is planned to utilize the practically unlimited water supply available, with the cheap electric power and cheap gas, for the purpose of encouraging the location of industries, and to this end the Commercial Club is offering free factory sites and practically free water, with a remarkably low rate for both gas and electric power.

RANGER

Ranger has a population of 16,205; 35 miles of light and power lines, 52 miles of gas mains, 32 miles of sewer mains, a \$50,000 postoffice building; twenty-six hotels, four banks, with a combined capital of \$500,000, and deposits of over \$7,000,000; a chamber of commerce, with 2,250 members, a live daily paper; ten religious denominations; a modern theater building, with a seating capacity of 1,250. The assessed valuation of the city is \$12,425,618, with a tax rate of \$1.50 on the \$100 valuation. Building permits for 1920 represent \$2,654,000. There are thirty blocks of brick pavement laid on a five-inch concrete base.

CISCO

Cisco has gained the reputation of being one of the cleanest and most healthful cities in the state, and its citizens are notably progressive. One

of the newest enterprises in addition to the reservoir is the construction of a \$250,000 high school, the funds for which have been voted and the bonds approved by the attorney general.

The city hall is a neat, substantial brick building. Cisco is not, strictly speaking, an oil town, but rather a source of supplies for the surrounding oil country, and a neat, quiet and attractive residence place for the better class of oil men. The principal streets, and even some of the alleys, are paved and the town is not disfigured by unsightly shacks, straggling sheds, or any of the miscellaneous debris characteristic of the average oil town. The city is strictly under the reign of law and order, and its aspect is that of a thoroughly civilized community. But though quiet and orderly, Cisco is not dead. The pulse of business life beats strongly. Some of the large companies connected more or less closely with the oil industry are represented here. There is an active chamber of commerce, and several important enterprises are now well under way. Perhaps the most important of these is the immense water reservoir, the construction of which began last September (1920), and which, when completed, will be the largest artificial water reservoir in the entire South. For the construction of this reservoir the citizens of Cisco voted with practical unanimity for the issuance of a million dollars in bonds, which bonds were readily disposed of and the money deposited in the banks. The low tax rate of 75 cents and the high tax valuation approaching the fifteen-million-dollar plane, made it possible for the city fathers to dispose of bonds when other municipalities of similar size have no market for their securities.

Though Cisco as yet has made no record as an oil town, oil production has been found within four or five miles, in one place at 1,600 feet and in another at between 3,000 and 3,500 feet; and Cyrus Drury and associates are now drilling a well just beyond the south limits of the city, intending to go 3,500 feet if necessary.

Cisco is the headquarters for a number of oil and supply houses, and two years ago the Illinois Torpedo Company established a nitro plant three miles from town, the concern manufacturing nitro-glycerine cartridges for shooting wells. This company operates out of Cisco through the whole Central Texas field.

ECTOR COUNTY

The Texas & Pacific Railway passes diagonally through Ector County, and soon after that road was completed, in 1881, three stations were established within the present limits of Ector County—Odessa, now the county seat, Donra and Metz. These were the shipping stations for stock gathered from the surrounding ranges and points of receipt for supplies to the ranchmen, who in scattered numbers occupied all the country on both sides of the railroad. Off the railroad no other towns have been established in thirty years, and the level plains and breaks of the county have never had any important use except for the grazing of live stock. The eastern part of the county belongs in the shallow water belt, and during the last few years some development has been done in farming by irrigation. There is not a running stream of any kind in the county, but the rich growth of nutritious grasses has made the county a favorite resort for stockmen for many years.

Ector County was created from the western portion of Tom Green County, February 26, 1887, and was organized January 6, 1891. Its population in 1890 was 2,241; in 1900, 381; in 1910, 1,178, and in 1920, 760. Immigration has been fairly rapid during recent years. In 1903 the property valuation was \$1,324,184; in 1909, \$3,224,731; in 1913, \$3,268,005, and in 1920, \$3,086,305.

In 1910 there were eighty-four farms in the county, preceding census having reported twenty-five. The total area of the county is 570,880 acres, of which 452,860 acres were occupied in farms in 1910, but only 4,796 acres in "improved land," representing an important increase since 1900, when only 92 acres were so classified. The chief source of wealth is cattle, and 23,765 were enumerated in 1910, and about 1,400 horses and mules. In 1920 there were 14,858 cattle, and 787 horses and mules. The acreage in kaffir corn and milo maize in 1909 was 1,524; in hay and forage crops, 340; in cotton, 222, and in corn, 216.

ERATH COUNTY

The development of this country began during the decade of the '70s, after the fear of Indian raids had ceased. Population increased six or sevenfold during the '70s, and since 1880 has increased about 300 per cent. Erath County is well above the average agriculturally, with cotton its largest crop, is also a producer of apples and peaches, has coal mines in the northern part, and still retains a share of the live stock activities that once were almost the sole industry.

Erath County was created January 25, 1856, from Bosque and Coryell counties. Settlement began in the early '50s, and before the county was organized the town of Stephenville had been laid out. Its proprietors on July 4, 1855, offered land for the county buildings, provided the county seat was located there, and the legislative act above noted designated that town as the seat of justice, provided these donations were made.

The population of the county in 1858 was estimated at 766 and only about 1,500 acres were in cultivation. For twenty years after the county was organized it was on the frontier, and property was never secure from Indian raids. After the war this entire region was in the great cattle ranges.

In 1860 the population of the county, according to the Federal census, was 2,425. There was a decrease during the war decade, and in 1870 the population was 1,801; in 1880, it was 11,796 (257 negroes); in 1890, 21,594; in 1900, 29,966; in 1910, 32,095; in 1920, 28,385.

The county has a considerable foreign element, chiefly furnished by the three countries of Italy, Austria and Mexico.

The Texas Central Railroad, which began building in 1879, was completed through Erath County about 1881. Rapid development followed, a large number of farmers came in and partly dispossessed the range cattle men, and the raising of wheat became an important industry. In 1882 the country had four sawmills and four cotton gins, dependent on the agricultural activities. Along the line of the railroad were established the towns of Dublin, Alexander and Mount Airy. Stephenville, though twelve miles from the railroad, still led in

population and had an annual trade of about \$400,000. Duffau and Morgan's Mill were other settlements at that time.

In October, 1890, the Fort Worth & Rio Grande Railroad was completed to Stephenville. During the first decade of the present century the Stephenville North & South Texas Railroad was built from Stephenville south to Hamilton, and has since been acquired by the St. Louis Southwestern (the Cotton Belt). The coal deposits at Thurber have been developed in recent years, and that is now a considerable mining town and also a center for the manufacture of paving brick. In agriculture, the county has made great progress since the first railroad came. Special claims are made for the apple crop of Erath County. In 1910 the county had 4,225 farms, as compared with 3,783 at the preceding census. Of a total area of 693,120 acres, much the greater part was occupied by farms, and about 256,000 acres were classified as "improved land." Stock interests are: Cattle, 21,800; horses and mules, about 12,238; hogs, 9,647.

The assessed wealth of Erath County in 1870 was only \$356,916; in 1882, \$2,240,917; in 1903, \$6,456,815; in 1913, \$12,071,575, and in 1920, \$14,276,830.

In 1920 the principal towns of the county, in order of population, were Dublin, Stephenville, Thurber, Alexander, Duffau and Bluffdale. Dublin and Stephenville have been close rivals as population and business centers in recent years.

STEPHENVILLE

The city of Stephenville was established about the year 1860 and was named for Col. John M. Stephen, one of its very earliest settlers, who acquired the John Blair survey, on which the town site is located. There are a number of persons residing there who are descendants of Colonel Stephen, some of whom are J. M. McNeill and S. J. McNeill and the family of the late James M. Stephen, who recently died there after a residence of sixty-four years.

The town has undergone a gradual growth until it is now a prosperous and thriving city, keeping its step with the general progress of the state of which it forms a part. Its population is 3,891, as shown by the last census report. John Tarleton Junior A. & M. College has recently been established in the town, which institution is a branch of the A. & M. College of Texas.

In addition to the John Tarleton Junior A. & M. College, there are two public school buildings, with satisfactory attendance.

There are six churches, four banks, one oil refinery, one flour mill, one cottonseed oil mill, four cotton gins, one machine shop and an active Chamber of Commerce, which gives diligent attention to all matters calculated to increase the growth and progress of the town.

DUBLIN

In 1884 the town of Dublin was incorporated for school purposes. R. H. McCain was the first mayor and J. E. Bishop first marshal. In 1879 the first surveying party of the Texas Central Railroad passed through Dublin. The railroad company decided to establish a depot at Mount Airy, four and one-half miles west of Dublin. The citizens



EL PASO MODERN BUSINESS BLOCK

of Dublin did not move, but laid out a town along the railroad and began to build. In 1889 the Fort Worth & Rio Grande Railway was built into Dublin.

The first newspaper, *The Dublin Enterprise*, printed on a job press, under the firm name of Birchmore & Co., with Dr. J. G. O'Brien as editor, issued its first paper May 16, 1881.

Prohibition was voted in Dublin in 1903.

At present there is a population of about 4,000. There are two national banks and one state bank, with a combined capital and surplus of \$240,000 and total deposits of about \$1,500,000. There are two modern school buildings, with an enrollment of about 1,000 pupils. Dublin has one refinery in operation and another in course of construction. The third railroad, The Wichita Falls, Ranger & Fort Worth, is now complete and in operation, and Dublin is fast becoming a distributing center. It has three wholesale houses, two flour mills, an ice plant, a poultry packing plant, steam laundry, municipally-owned water and sewer system, good hotels and splendid churches.

Dublin is also the division point of the Frisco, and this company is spending a large sum of money in building a roundhouse and shops here. The town supports a wideawake Chamber of Commerce, and is constantly pushing ahead for any and everything that will lead to further development.

EL PASO COUNTY

While the Texas Republic, after winning its independence in 1836, claimed the Rio Grande as its boundary from the mouth through all its sinuous course to the West and North, even beyond the City of Santa Fe in what is now New Mexico, and the Santa Fe expedition of 1841 was projected to establish the authority of the Republic in that quarter, this jurisdiction was really nominal and it required the success of the arms of the United States during the Mexican war of 1846-48 to actually establish the Rio Grande as the international border north and west to the 32° of latitude. Thus, that portion of Texas sometimes known as the Western Panhandle, and included between the Pecos and Rio Grande and the line of New Mexico on the north, was a Mexican territory, inhabited almost entirely by Mexican people, until the forces of the United States invaded it at the time of the Mexican war and subsequently established their various military posts in that region, including Fort Bliss, Fort Davis and Fort Stockton.

In 1850 the Texas Legislature divided the Trans-Pecos country into two immense counties, El Paso and Presidio counties. El Paso County included the extreme western corner of the state, with an area of over 8,000 square miles, and this immense territory was reduced by the formation of Culberson County from its eastern half in 1911. In 1917 the county was reduced more than one-half by the creation of Hudspeth, which was organized, with Sierra Blanca as the county seat. The population of the county for successive decades from 1870 to 1910 includes figures also for the new counties of Culberson and Hudspeth. In 1870, El Paso County had a population of 3,671; in 1880, 3,845; in 1890, 15,678; in 1900, 24,886; in 1910, 52,599, including

about 22,000 Mexicans and about 1,500 negroes; in 1920, the population of El Paso County alone was 101,860.

Nearly all the population is grouped, either in the city of El Paso or the few towns along the railways, and the country districts are very sparsely inhabited. El Paso County has a mountainous surface, though there is much level land, and outside of the irrigation district along the Rio Grande and the industry centering in the city of El Paso, stock raising is the leading occupation.

In the mountains are found valuable deposits of marble and granite, copper and silver are found in the Quitman Mountains, and lead and zinc in the mountains near El Paso.

El Paso City is the center of the economic resources and the history of this region. This brief sketch of the county will refer only to some general statistics affecting the county as a whole, including the recently created Culberson County and still more recent Hudspeth County. The assessed value of taxable property in El Paso County in 1870 was \$821,043; in 1882, after the railroads had come, \$3,974,444; in 1903, \$15,073,039; in 1909, before the separation of Culberson County, \$38,455,297; in 1913, \$45,693,385; in 1920, \$64,276,830. In 1913, the assessed wealth of Culberson County was \$4,617,206; in 1920, \$4,372,564. The last census gave the following statistics concerning farming and live stock in what are now El Paso, Hudspeth and Culberson counties. The total area at that time was 5,971,840 acres, and less than half was included in farms and ranches. The number of farms was 669, as compared with 318 in 1900, and the amount of "improved land" increased from about 6,000 acres in 1900 to about 17,000 acres in 1910. In 1909 there were 446 irrigated farms, practically all of which were in the Rio Grande Valley, in El Paso County, and about \$300,000 had been invested in irrigation improvements, and the total acreage watered was 23,308. The number of live stock comprised 94,966 cattle; about 8,000 horses and mules; 5,913 sheep, and 2,575 goats. In 1920, there were 6,750 cattle; 1,925 horses and mules; 1,600 sheep; 5,200 goats. In 1909, 8,196 acres were planted in hay and forage crops, and a limited acreage in corn, oats, wheat and kaffir corn and milo maize. About 475 acres were in potatoes, sweet potatoes and other vegetables. There were 16,000 orchard fruit trees and about 36,000 grape vines. As to the land of the county outside of the Rio Grande Valley, a report of the Commissioner of the General Land Office in 1905 stated that over 2,000,000 acres were owned by the public school fund, and over 1,000,000 acres of university land. So far, the only profitable use to which they have been put is for cattle and sheep raising.

THE CITY OF EL PASO

The city of El Paso is the subject of some historical confusion, owing to a singular transposition of names. While the English colonies in America were yet in their infancy, El Paso del Norte, on the south bank of the Rio Grande, was an important town, and at the time of the Texas Revolution it had a population of several thousand. At that time the present site of the city of El Paso, on the north bank of

the Rio Grande, contained only the imposing hacienda of Juan Maria Ponce de Leon.

Following the Mexican war the settlement on the north bank became a principal relay station on the Overland Mail Route, and a small settlement grew up under the name of Franklin, named for the first postmaster, Franklin Coons.

Late in the fifties the far-seeing statesmanship of Jefferson Davis, then Secretary of War, projected the line of the first transcontinental railroad through "The Pass." Roused by this action, the owners of the "Ponce Grant" mapped the nucleus of the future city through the agency of a young engineer, Anson Mills, since distinguished as a soldier and a diplomat, who gave to the plat the name of El Paso.

In 1889 the Mexican town of El Paso del Norte changed its name to Juarez, to commemorate the Mexican president of that name, and the American city became the sole heir to the historic name.

The American Civil war, crushing out, for the time, the prospect of a southern transcontinental railway, the little settlement slumbered for a generation. It was incorporated in 1873, but the corporation lapsed and was not restored until 1881, when the building in of the Southern Pacific Railway from the west, the Atchison, Topeka & Santa Fe Railway from the north and the Texas & Pacific Railway from the east, gave the impetus for the steady growth which mounted in 1890 to a population of 10,000, in 1900 to 16,000, in 1910 to 39,000 and in 1920 to 78,000.

The city is the center of an immense jobbing trade, covering trans-Pecos Texas, New Mexico and Southern Arizona, besides being the gateway for trade with the Republic of Mexico.

El Paso is the home of extensive manufactories, having the largest commercial smelter in North America, the immense planing mills and box factories of the Pearson Milling Company's great iron foundries and cement works, and innumerable lesser industrial plants. The city is the financial, commercial, recreational, educational and religious center of an area as large as Texas.

All of the leading religious denominations have flourishing congregations, filling handsome houses of worship, and several denominations maintain commodious hospitals and sanatoriums. The Baptist Sanatorium, now in course of construction, will represent a construction cost of \$1,000,000, and is expected to be the largest denominational institution of that character in the United States. In 1914 the city became the seat of the Catholic bishopric, the Right Reverend Anthony J. Schuler being consecrated as the first bishop.

El Paso established the first free public kindergarten in Texas. Its public school system has kept pace with the best progress of the state, and its high school has few superiors. In addition to the public school system there are a number of denominational and secular training schools for the training of both sexes. The State School of Mines, a flourishing branch of the State University, is located at El Paso.

The El Paso Public Library houses the most important collection of government publications to be found in the Southwest, and through

the comprehensive system of co-operation with Eastern Libraries undertakes to supply all of the needs of serious students in any field.

The Galveston, Harrisburg & San Antonio Railway, the Texas & Pacific Railway, the Chicago, Rock Island & Pacific Railway, the Atchison, Topeka & Santa Fe Railway, the El Paso & Southwestern Railway, the Mexican Central Railway and the Northwestern Railway of Mexico radiate from the city in all directions.

In company with the fertile, irrigated valleys surrounding it, the city has shared the benefits of the immense government irrigation reservoir at Elephant Butte. Having its inception, like so many other Western towns, under the shadow of Fort Bliss, its progress as a military center has kept pace with its other development. In 1915 it witnessed, in the mobilization of 50,000 troops of the National Guard, the largest concentration of troops which the United States had effected in a generation, and today the vast military depots at Fort Bliss can completely equip for field service two divisions of the American army.

El Paso equipped and sent to the world war three companies of infantry, which saw service in France—Companies A and B of the First Texas Infantry, and Company K of the Fourth Texas Infantry. In all, more than 4,000 men from El Paso were enlisted in the army, navy and marine corps during the World War.

FISHER COUNTY

The development of Fisher County is quite accurately measured by the population statistics. At the census of 1880 only 136 persons were enumerated within the thirty miles square of territory which had been created by the Legislature in 1876. The county was at that time unorganized and a county government was instituted in 1886. In 1881, the Texas & Pacific Railway was built across Western Texas, and about three miles of the track was laid in Fisher County, along the southern border. On this mileage was established one station, Eskota, but the principal shipping point for a number of years was at Sweetwater. A large immigration followed, but chiefly stockmen, and by 1890 the population was 2,996. Between 1881 and 1900 no new railroads were built, and the pastoral characteristics were continued and little farming attempted. By 1900 the population was 3,708.

During the present century there have been many developments. Population increased by 1910 to 12,596, more than 300 per cent. By 1905 the Kansas City, Mexico & Orient Railway was in operation from Sweetwater through the country north toward Red River. About 1907 the Texas Central Railway was extended from Stamford west to Rotan in Fisher County. In 1911 the Texico-Coleman, a cut off of the Santa Fe System, crossed the southwestern corner of the county. In the meantime, the Orient Railway having been built to the east of the county seat of Roby, a short line, known as the Estacado & Gulf, was graded from McCaulley on the main line of the Orient to Roby, a distance of twelve miles, and the track was laid from McCaulley to within three miles of Roby, but was never completed. In 1915 the material of this road was taken up and a road built with it from Roby

to North Roby, a distance of four miles, on the main line of the Texas Central Railway. This road is now (1920) in operation. In 1907 the Texas Central was extended from Stamford to its present terminus at Rotan, twelve miles northwest of Roby. Rotan is now the largest town in the county. The principal towns, in 1920, are, in the order of their size, Rotan, Roby, McCaulley, Sylvester, Royston, Longworth, Eskota and North Roby.

In 1903 the assessed valuation of property in the county was \$2,292-832; in 1909, \$7,291,558; in 1913, \$6,124,199; in 1920, \$6,692,625. In 1910 the county had 1,839 farms and ranches, as compared with 519 in 1900. The total area of the county is 566,400 acres, four-fifths of which were occupied in farms in 1910, and approximately 139,000 classified as "improved land." The stock interests were enumerated as follows: Cattle, 9,244; horses and mules, 5,803. In 1909, 62,681 acres were planted in cotton; 11,201 acres in hay and forage crops; 10,532 acres in kaffir corn and milo maize; 3,553 acres in corn, and a limited acreage in oats, wheat and peanuts. About 45,000 orchard fruit trees were enumerated.

ROBY

The town of Roby was established in 1886 on land owned by D. C. and M. L. Roby of Mississippi, and in this way got its name. It was organized in 1886, and Roby and Fisher, four miles north on the Clear Fork, were in the race for the county seat. At this time a two-story frame building was erected for a court house, and a few years later a substantial two-story rock jail was built, which still stands in good condition. In 1910 a modern brick court house was erected. All the original business buildings were of wood and most of them are gone now. In their stead are now brick. The town has two banks, one national and one state, both strong institutions, ten business houses, well stocked with goods, a number of smaller business houses, a concrete garage, three gins, four church buildings, a light plant and water works and a large two-story concrete school building. The Woodmen and Odd Fellows own their own hall together. The Masons own their hall, in which meet the Blue, Royal, Arch Council and Eastern Star Lodges.

The Canadian and Del Rio Highway No. 4 runs north and south through the county and the towns of Roby and Rotan. This highway is about finished across the county. Roby is the center of one of the finest bodies of land in this part of the state. The poorer land of the county is on or near the boundaries.

FLOYD COUNTY

Located in the heart of the Staked Plains region of Texas, Floyd County had an unusual development in advance of railroad facilities. In 1909 the Pecos & Northern Texas was constructed east from Plainview to Floydada, the county seat of Floyd County.

The development of the county up to 1910 is indicated by the following statistics taken from the report of the last census. At that time there were 620 farms in the county, as compared with 286 in 1900. The total area of the county is 647,040 acres, of which 311,118 acres

were in farms and ranches, and about 73,000 acres cultivated, against about 19,000 acres in 1900. The county produces a great variety of crops. In 1909, 15,335 acres were planted in hay and forage crops; 10,981 acres in kaffir corn and milo maize; 4,568 acres in corn; 2,956 acres in cotton; 1,562 acres in oats; a limited acreage in wheat, while the horticultural interests were represented by about 31,000 orchard fruit trees and about 4,000 grape vines. The number of cattle in 1910 was 15,896; of horses and mules, 6,400; hogs, 4,200, and poultry, 25,192.

These figures indicate that the county at that time was not far behind many older and eastern counties of the state, and since then, with the advent of the railroad, the progress along agricultural lines has been much greater. Practically all this development has taken place in the last twenty years, and the first crop of cotton was planted about ten years ago.

Floyd was one of the counties created on August 21, 1876, and a local government was organized May 28, 1890. When the census of 1880 was taken, only three inhabitants were found in the county. In 1890 the population was 529; in 1900, 2,020; in 1910, 4,638, and in 1920, 9,758. The value of property in the county in 1903 was assessed at \$1,743,965; the rapid increase of wealth during the next ten years was indicated by the figures for 1913, which were \$6,544,336; in 1920, \$8,305,300. The rapid development of the county is shown by the fact that it now ranks second in the state in point of hog production and fourth in poultry production. The county has shipped for the past three years, the heaviest tonnage of wheat of any county in the Panhandle.

FLOYDADA

Floydada, the county seat, had a population in 1910 of 664, and has greatly improved since the railroad came. It now has two banks, with deposits averaging slightly under \$2,000,000; five churches, two of which are magnificent buildings, and its schools are affiliated with the Texas University. Grain, cotton, hogs, cattle, poultry and dairy products are the principal commodities shipped from Floydada. Several large mercantile establishments make it a desirable trading point.

The second town in the county is Lockney, also on the railway.

FOARD COUNTY

Foard County was created from adjacent counties March 3, 1891, and organized April 27, 1891. At that time the town of Crowell was started and was given the honor of the county seat. No towns were developed of any importance until recent years, and until the completion of the Orient Railroad through the center of the county in 1909, the nearest shipping points were at Quanah and Vernon, to which towns the farm crops and the cattle from the ranches were sent. A number of large ranches are still operated in the county, but the live stock industry has undergone many changes in recent years, and the modern stock farming and diversified agriculture are now the chief resources. Foard County is in the wheat region of Northwest Texas but cotton is the largest single crop, and the area of cultivated land is being extended every year.

In 1900 the population of the county was 1,568; in 1910, 5,726; in 1920, 4,747. At the last census, Crowell, the county seat, had a population of 1,341. Other towns are Foard City, Thalia, Rayland and Margaret. The total area of the county is 391,680 acres, it being one of the smaller counties in Northwest Texas. The last census reported 290,704 acres in farms, with about 73,000 acres as "improved land," as compared with about 24,000 acres in 1900. There were 718 farms in 1910 and 210 in 1900. The number of cattle in 1910 was 15,879; in 1920, 12,402; horses and mules, about 5,208. The largest crop in 1909 was cotton, 21,356 acres; corn, 9,155 acres; wheat, 6,667 acres; kaffir corn and milo maize, 3,495 acres; oats, 2,298 acres; hay and forage crops, 2,509 acres, and about 10,000 orchard fruit trees were enumerated. The total assessed valuation of the county in 1903 was \$1,614,770; in 1913, \$4,254,831; in 1920, \$16,509,405.

The progress of the county as a whole is reflected in the growth of the county seat town from a country hamlet, before the railroad came, to a new-built little city, with many of the municipal and business facilities of older and larger cities. Crowell has an electric light plant, water works, telephone system, a court house costing \$60,000, several school buildings, grain elevator, cotton gins, and a large variety and number of commercial establishments to supply the needs of the tributary country.

GAINES COUNTY

Created in 1876, Gaines County was organized in 1905. It was at one time the haunt of a number of Seminole Indians, who frequented the delightful valley afterwards named Seminole Draw. The county seat and chief center of the county is Seminole. New Mexico forms the western boundary of the county, and the surface is elevated, a rolling prairie except where traversed by the draws, and practically the only water supply is that found at convenient distance under ground. Successful experiments have demonstrated the feasibility of irrigation from this source, and within less than ten years a considerable acreage has been developed for agricultural purposes, either through dry farming or by irrigation. Gaines has long been regarded as one of the best live stock sections of West Texas.

In 1880 only eight inhabitants were found by the census enumerators; the population in 1890 was 68; in 1900, 55; in 1910, 1255 and in 1920, 10,918. The town of Seminole was founded about the time the county was organized, and there are one or two other small village centers.

The total area of the county is 985,600 acres, of which about 500,000 acres were reported in 1910 as occupied in farms or ranches. At that time about 20,000 acres were classified as "improved land," as compared with only 55 in 1900. The number of farms increased from 6 in 1900 to 206 in 1910. The number of cattle in 1910 was 34,249 and of horses and mules, about 1,250. In 1920, the number of cattle was 20,916; horses and mules, 2,919. In 1909, 4,255 acres were planted in hay and forage crops; 3,709 acres in corn, and a limited acreage in kaffir corn and milo maize. The settlers have given some attention to fruit growing, the possibilities of which are promising, and the last

census reported about 2,000 orchard fruit trees. In 1913 the assessed value of property in the county was \$2,803,880. In 1920 the assessed valuation was \$4,043,510. The county has two railroads, one from Midland to Seminole, a distance of sixty-five miles (known as the Midland Northwestern Railway Co.), the other from Lubbock to Seagraves (Blythe, Postoffice). The terminus of the latter road is twenty miles north of Seminole, the county seat.

SEMINOLE

Seminole, the county seat of Gaines County, is located in the center of the county. In 1919 the Commissioners' Court authorized the issuance of warrants for the building of a modern, fireproof court house and jail building. This building, completed and furnished, will cost approximately \$100,000. The town has a nice, modern school building, thoroughly equipped and sufficiently large to care for the needs of the town. The school has an enrollment of 125 pupils for the 1920-1921 term. Since the organization of the county the town has maintained a nine-months term of school each year, with a sufficient number of teachers to render the best service. There are three churches, three parsonages, one bank, electric light plant, telephone system, lumber yard and businesses of every description to the needs of the people.

In addition to the raising of cattle and hogs, corn, maize, kaffir corn, cane and other forage crops, the experiments in the county during the years of 1919-1920 prove the county to be very fine for the production of cotton and broom corn.

GARZA COUNTY

While formal boundaries were given to Garza County in 1876, it remained without county government for more than thirty years, and was organized in 1907. Its development has been greatly promoted since the completion of the Texico-Coleman cut-off of the Santa Fe System in 1911. This railroad crosses the county from southeast to northwest.

Until recent years, the entire area was given over to the grazing of cattle. With the completion of the railroad came the advance guard of farmers, and now many acres are in cultivation. Farming and fruit growing reaches its highest state of development in the vicinity of Post, one of the new and prosperous towns in the state. Post was named in honor of the late C. W. Post, who acquired the ownership of about 300,000 acres in that locality and did a great deal for the town and surrounding country by introducing improved methods of farming as well as cattle raising. The chief agricultural crop is cotton, and Post has a cotton mill.

How rapidly the county has been settled in recent years is indicated by population statistics. In 1880 the number of inhabitants was 36, and in 1890, only 14; in 1900, 185, and the last census, 1920, reported 4,253 inhabitants. Besides Post, the county seat, there are several railway stations and small trading centers. The last enumeration reported 18,310 cattle and 2,645 horses and mules. The total area of the county is 556,800 acres. While the greater part is occupied by farmers and ranchmen, the amount of land in cultivation in 1900 was given as

545 acres, and by 1910 this class of land had increased to 16,400 acres. There were thirty-eight farms and ranches in the county in 1900, and eighty-one in 1910. In 1909, 7,118 acres were planted in kaffir corn and milo maize; 660 acres in cotton and 654 acres in corn. The assessed wealth of the county in 1900 was \$1,915,395; in 1913, \$3,004,174, and in 1920, \$4,613,810.

Post

Post, the county seat of Garza County, is located three miles from the cap rock of the Plains, on the main line of the Santa Fe Railway. It has a population of 1,700. The assessed valuation of property in 1920 is \$1,040,000. A cotton mill for making sheets exclusively, giving employment to 300 and utilizing 5,000 bales of cotton yearly, is located here. The output has a worldwide territory, being sold all over the United States and in foreign countries.

The town has one of the best water works systems in Texas. The water is pumped from wells in the plains, mostly by electricity from the powerful engines from town, into immense reservoirs made of concrete and absolutely mosquito-proof. The water has a 300-foot fall, which gives it a 100-pound pressure. The town is regularly laid out, wide streets, with sixty-five miles of shade trees. It has four churches, Baptist, Methodist, Presbyterian and Christian. It has two school buildings, costing \$50,000, fully equipped. Domestic science and manual training are taught, and it has an enrollment of 600 pupils. The trustees are among the best business men of the town. Educating the children is foremost in the hearts and minds of its citizenship. Post has two strong banks, the First National and the First State, which would be a credit to any town of 10,000 inhabitants. It has a Rock Sanitarium, equipped with the best facilities money could buy. It has electric lights, flashlight, telephone system, brick plant, has a cold storage plant, sewers for the business part of town and the south side. Some of the stores, offices and banks are steam-heated. The merchants are up to date and carry good stocks, and garages are here on every main street to care for tourists, as this is a favorite route on account of the fine roads. Post has fine golf links. A beautiful lake with shade trees nearly all around it, neatly built bathhouses and boats, etc., are there. It is the only resort of the kind in this section of the country and consequently in season visitors are here from adjoining counties. Tourists know it, from California to the Gulf.

The ladies must not be overlooked, for they are a determined set in the little town. Whenever they start something they put it over, if not through one club another will. They have a hustling Mothers' Club, a welfare club, a culture club, a supervised playground and numerous other clubs, all working to the one aim of the upbuilding of the town.

Post has Fair Grounds, with building, race tracks, etc., where a county fair is held annually.

Post has a volunteer fire company, motor trucks and other equipment, and with the splendid water system, insurance is cut to the minimum.

The town was laid out, promoted and named for C. W. Post, whose name, connected with "Postum" and Grape Nuts," is a household word.

GLASSCOCK COUNTY

Lying at the foot of the Plains region of West Texas and originally a part of Tom Green County, Glasscock County was created April 4, 1887, but the county government was not organized until March 28, 1893. It was named in honor of George W. Glasscock, a participant in the Texas Revolution and a prominent citizen of Williamson County, whose first name is now carried in the county seat of Williamson.

While the county still has a meager population, its development has been fairly rapid since the beginning of the present century. Up to that time its level area was occupied only by cattlemen with their outfits, and in 1890 the population enumerated by the census was 208, and in 1900 only 286. At the last census the population was 555. While the county has no railroad, it is included in the belt of country developed by the Texas & Pacific Railway, and the chief market towns and shipping centers are Midland and Big Springs on that road. The chief topographical feature of the county is the North Concho River, with several tributaries, but the main source of water supply is the underground sheet of water found beneath most West Texas counties, and for a number of years the farmers and stockmen have used wells driven by windmill power to pump water for stock and also, to some extent, to irrigate the small truck and other crop fields. The county seat is Garden City, and there are one or two other small village centers.

At the last census 165 farms were enumerated as compared with 49 in 1900. The total area of the county is 554,240 acres, of which 356,720 acres were reported as included in farms, and of that amount "improved land" was only 1,100 acres. Naturally, the stock interests are the chief resources. The last census enumerated cattle, 12,114; horses and mules, 1,204, and sheep, 12,960. While the growing of vegetables and fruits has proved profitable through the aid of irrigation, the chief crops are those adapted to dry farming methods. In 1909, 1,966 acres were planted in kaffir corn and milo maize; 1,811 acres in cotton; 1,577 acres in hay and forage crops, and 259 acres in corn. About 2,000 trees were enumerated in orchard fruits.

In 1903, the valuation of property was \$1,032,391; in 1909, \$1,944,123; in 1913, \$1,926,038; in 1920, \$2,019,072.

GRAY COUNTY

This county was one of the last of the Panhandle counties to be organized, a county government being instituted in 1902.

The population of the county in 1880 was 56; in 1890, 203; in 1900, 480; in 1910, 3,405, and in 1920, 4,663. The Kansas Southern division of the Santa Fe System was constructed across the northwest part of the county during the latter '80s, and in 1903 the Rock Island Line was built along the southern part of the county. The county seat is LeFors, no town at this time as it is off the railroad and has no accom-

modations, while an important town is Pampa, located in the northwest part of the county, on the Santa Fe Railway line in the great wheat growing belt. It is probably the largest wheat shipping point on that line, having shipped in 1919 about 2,000,000 bushels of wheat and a large amount of maize and kaffir corn and other products. There are also large shipments of cattle made from this point.

Pampa has a population of about 1,200 inhabitants. The school facilities are excellent and a high school building, valued at about \$100,000, is being completed. There are three churches, two banks, the First National and the Gray County State Bank, and a dozen mercantile establishments and five large elevators, several machine shops and tractor repair works. Pampa has the distinction of having the largest tractor demonstration and tractor school in the state of Texas each year.

Gray County has several state highways. Highway No. 33 connects with Highway No. 12, leading west from Elk City, Oklahoma, at the state line, thence west to Wheeler, Mobeetie, Pampa, White Deer, Panhandle, Amarillo, Canyon, Hereford, Farwell and across New Mexico back into El Paso, Texas. The intracounty state highway, to be known as the C-P-S., leads off from No. 5 at Clarendon, north to Pampa, crossing No. 33 here, and north to Spearman, crossing the Canadian River at the old adobe walls fighting grounds, and connects with the Oklahoma State Highway at Guyman, Oklahoma, which runs north to Lamar and Denver, Colorado. The A. B. O. Pass Highway has its beginning at the Abo Pass Mountains in New Mexico, following state highway No. 33 from Farwell, Amarillo to Pampa, and turns north and follows the Intra County State Highway to Miami, Canadian, and on to Kansas City, Missouri.

Allan Reed, another town in the southern part of the county, on the Rock Island Railroad, has one bank, good schools and churches and the Postal Highway passes through the town from Oklahoma City to Amarillo.

The town of McLean, in the southeast part of the county, on the Rock Island, has two banks, excellent schools, several churches. It has good business houses, is a great shipping point, is surrounded by a fine farming country and ships a large tonnage of watermelons and fruits.

In 1903 the assessed valuation in Gray County was \$1,244,000; in 1913, \$3,564,083; in 1920, \$4,222,723. Agricultural progress is reflected in the increase of improved land from about 9,000 acres in 1900 to about 100,000 in 1920. The total area of the county is 575,360 acres. The last enumeration reported 26,902 cattle, 6,132 horses and mules. Considerable interest is being manifested in horticulture, and the last enumeration reported about 12,000 orchard fruit trees and a number of small vineyards and other fruits.

HALE COUNTY

Hale County has been in the line of development in the Plains country of Northwest Texas for a long time. It received a considerable share of the population that peopled the Panhandle, and though

remote from railways until recently, it sustained a larger population and had greater wealth than any of the adjoining counties. While the counties to the east and south had a mere handful of inhabitants up to the beginning of the present century, Hale County in 1890 had a population of 721; this increased by 1900 to 1,680. One of the chief reasons for the early development of Hale County is found in its topography. The following description, taken from a statistical report of 1903, explains the conditions which favored the early stockmen and farmers. The county "is situated in the center of the Staked Plains, and is one level prairie from center to circumference, almost every acre of which can be cultivated. It has no rivers, creeks, hills, mountains or forests. The only watercourses of any kind are from slight depressions called 'draws,' which trend from northwest to southeast. The drainage consists of a succession of saucer-shaped basins, varying in size from 1 to 1,000 acres, and so situated as to form the most perfect drainage and yet retain every drop of the rainfall. On this account a small rain here does as much good as a large rain does in a country where most of the water is carried away by creeks. Many of these basins hold water the year round, and hence are called surface lakes. In any of these draws water can be had by digging to a depth varying from ten to twenty feet." The existence of an inexhaustible underground lake was understood a number of years ago, and this supply was formerly made available largely through windmill pumps, and the water stored in earthen tanks for stock and other use.

The soil of Hale County is notably fertile, and the level surface offers ideal conditions for irrigation. Aside from the watering of small garden patches and fruit orchards, irrigation made little progress until within the last four years, and agriculture was largely dependent upon the natural rainfall, supplemented by unusual favorable conditions for dry farming. In about 1910 was introduced a new phase in irrigation methods, the remarkable results of which can only be estimated, but which in the course of a few years must revolutionize agricultural productions in this county. In that year a deep well was sunk and by means of gasoline power and some centrifugal pumps water was brought to the surface in such abundance that the irrigation of a large field could be dependable and highly profitable. Since then many such wells have been put down without a single failure, and in some cases these flow to as much as 3,000 gallons per minute. While much private capital has since been invested in irrigation plants in Hale County, perhaps the best proof of confidence in its possibilities is found in the fact that the Pearson Syndicate of New York and London recently incorporated the Texas Land & Development Company, bought more than 60,000 acres of land in the vicinity of Plainview, and is now developing a large plant for irrigation, the total investment being estimated at more than \$3,000,000. Where irrigation has been employed, some remarkable crops have been produced. Hale County is one of the chief centers for the growing of alfalfa, and wheat, oats and the staple forage crops of the northwestern counties also yield abundantly. Hale County is also coming into fame as one of the principal fruit sections of Northwest Texas. Hale County wheat has

taken first premiums at the Dallas State Fair for three years, and in 1913 the county's products won seventy first and second premiums at the same fair, more than all other counties combined, in the competition in farm, garden and horticultural products.

Hale County was created in 1876 and was organized with a local government August 5, 1888. In 1903 its assessed valuation was \$1,697,875; the rapid growth of the next ten years is indicated by the figures for 1913, which were \$8,547,561; in 1920 they were \$14,135,805. While the county had a population of nearly 2,000 at the beginning of the present century, it was still without railways. The towns in the county in 1903, all of them small, were Plainview, the county seat, Hale Center, Petersburg and Running Water.

In 1907 the line of the Pecos & Northern Texas was extended from Canyon City south to Plainview, and by 1910 had been extended south to Lubbock. About 1910, a branch of the same road was built east from Plainview through Lockney to Floydada. The railroads have been followed by rapid development along all lines, and several towns have sprung up, including Abernathy, Ellen and Finney. Plainview, which seven or eight years ago was described as merely a point on the cowpath across the plains and sixty-five miles from a shipping point, had a population in 1910 of 2,829, and now claims more than 5,000. It is a prosperous little city with many improvements, has \$50,000 invested in public schools, is the center for the Wayland Baptist College and the Seth Ward Methodist College; has ten churches, three national banks, flour mills, elevators, wholesale houses, and is the logical market center for the great irrigation and stock farming districts of Hale County. The live stock and agricultural development of the county up to 1910, before the introduction of irrigation on an extensive scale, is exemplified in some figures from the last census report. At that time there were 731 farms in the county, as compared with 259 in 1900. In 1900 only 20,000 acres were classified as "improved land," but by 1910 this had increased to about 127,000 acres. The total area of the county is 663,040 acres, of which 379,679 acres were in farms or ranches in 1910. Live stock statistics: Cattle, 2,050; horses and mules, 7,550; hogs, 4,430; sheep, 13,600. In 1909 the largest acreage was devoted to hay and forage crops, 28,570, including 3,619 acres in alfalfa; in kaffir corn and milo maize, 14,329 acres were planted; corn, 5,757 acres; wheat, 2,862 acres; oats, 941 acres, while the horticultural resources of the county at that time were indicated by the presence of about 70,000 orchard fruit trees and about 12,000 grape vines and other fruit.

HALL COUNTY

The first Panhandle railroad, the Fort Worth & Denver City, completed in 1888, crossed the northeast corner of Hall County and inaugurated an era of town building and agricultural development in a section which had for a dozen years been pre-eminently the home of the stockman. At the census of 1880, Hall County had a population of only 36. By 1890 the inhabitants numbered 703, and in spite of the hard conditions which prevailed here, as elsewhere, during the '90s, the population by 1900 was 1,670. Since the beginning of the

present century, Hall County has become well settled, and in 1910 the census enumerated 8,279 people residing within its boundaries; in 1920, 11,137, showing 34.5 per cent increase. The county seat is Memphis, one of the flourishing towns of the Panhandle, with a population in 1910 of 1,936; in 1920, 2,855. Two other railroad towns are Newlin and Estelline, while several other postoffices and store centers are found in the back districts of the county.

Hall County was created in 1876 and was organized June 23, 1890. While the early agricultural settlers in this and other sections of the Panhandle fell short of success because they depended upon methods long in vogue in other states, the modern farmers of the present century have conformed to local conditions, and in consequence Hall County produces an important share of the splendid aggregate of crops raised in the Panhandle. In 1900 there were only 219 farms and ranches in the county, but by 1910 this number had increased to 1,028. The total area of the county is 576,640 acres, of which 458,250 acres were in cultivation, and by 1910 about 117,000 acres were "improved land." Cotton is still the leading money crop, but diversified farming is increasing and the growing of the Panhandle staples, including alfalfa, along the bottoms of the Red River Valley, and also horticulture, are receiving greater attention every year. In 1909, 51,649 acres were planted in cotton; 14,317 acres in hay and forage crops, including about 200 acres in alfalfa; 11,649 acres in kaffir corn and milo maize, and 10,850 acres in corn. About 16,000 orchard fruit trees were enumerated and most of the homeowners raised fruit and vegetables. The last census reported 21,350 cattle; 7,065 horses and mules. In 1903 the valuation of property in the county was \$1,838,331; by 1913, the valuation was \$5,982,217, and in 1920, \$9,701,273.

COUNTY SEAT

Memphis is the county seat and has some 3,000 population. The city has all modern conveniences and improvements. Three \$30,000 churches, a \$50,000 high school, two ward schools, a Carnegie Library and an abundance of shade trees, with thirteen miles of sidewalk, make the town an ideal one. The best and purest water supply of the entire Panhandle furnishes Memphis with drinking water and an abundance for all other domestic purposes. This water flows from under the plains, coming out in the foothills five miles above Memphis and is brought to the city by gravity pipe line. No steam pressure is needed to force the water for fire protection. Three banks, three wholesale houses, together with the most up-to-date mercantile stores, give every required facility in business lines. Two grain elevators, oil mill, steam laundry and ice and electric plant guarantee every modern service.

HANSFORD COUNTY

Organized February 14, 1889, Hansford County had a population in 1880 of 18; in 1890, 133; in 1900, 167; in 1910, 935; in 1920, 1,354. Situated in the northern tier of Panhandle counties, it has a branch of the Santa Fe Railroad, constructed in 1919 running to Spearman, which has a population of 530 inhabitants. Besides the underground water supplies, reached at a convenient depth but as yet little utilized,

it has several streams, and the valley lands are noted for their wild hay crop, and in recent years a large amount of land has been cultivated in alfalfa. It is estimated that about 1,000 acres are now irrigated from the Palo Dora Creek. Important improvements have been noted in the grading of live stock, and considerable attention is also given to the poultry industry.

All the towns of the county are small settlements, and the county seat is Hansford. The county's property valuation in 1903 was \$909,821; in 1913, \$1,489,777; in 1920, \$2,218,103. The total area of the county is 564,480 acres, and the last census reported 233,559 acres in farms. The number of farms rose from 22 in 1900 to 152 in 1910, and the amount of "improved land" from about 2,260 acres in the former year to about 33,000 acres in the latter. Live stock enumerated comprised 11,239 cattle; about 2,000 horses and mules; 6,342 sheep, and a considerable number of hogs. In 1920 the number of cattle was 22,348; of horses and mules, 3,563. The chief crop in 1909 was hay and forage crops, with 6,973 acres planted, including 1,830 acres in alfalfa, a larger acreage than almost anywhere else in the Panhandle in this particular crop. In kaffir corn and milo maize, 3,942 acres were planted; in wheat, 3,900 acres; in oats, 1,730 acres, and in corn, 337 acres.

HARDEMAN COUNTY

Until 1891 Hardeman comprised the greater portion of what is now Foard County. Hardeman was created by the legislature in 1858, and a county government was organized December 31, 1884. The first county seat was at the town of Margaret, now in Foard County. Hardeman County has as its northern boundary Red River, and its west line sets it off from the great Texas Panhandle. It was the haunt of buffalo and Indians and a few transient stockmen until the decade of the '80s, and the history of its development is comprised within the last decades.

In 1880 only fifty inhabitants were found in the county. Population in 1890 was 3,904; in 1900, after the separation of Foard County, the population was 3,634; in 1910, 11,213; in 1920, 12,487.

Hardeman County has as one of its greatest resources immense deposits of gypsum, which is a natural cement plaster, prepared for market by drying. Several large plants and a great amount of capital has been invested and established for the preparation of this commodity, and much of the cement plaster used in the construction of buildings at the Chicago and St. Louis World's Fairs came from this county. The town of Acme, west of Quanah, is the chief center for the gypsum industry, while another village known as Gypsum has also sprung up.

Acme, during the last six or seven years, has become the starting point for a new railway, known as the Quanah, Acme & Pacific Railroad, which has been extended southwest through Cottle County. The second town of the county is Chillicothe, at the junction point of the Fort Worth & Denver City and the Orient railways, and which had a population in 1910 of 1,207. Near Chillicothe is a large artificial reservoir, constructed by the Hardeman County Irrigation Company and supplying water sufficient to irrigate about ten thousand acres. About five thousand acres are now under irrigation from this source, including the



QUANAH PARKER

largest single tract in the state devoted to the growing of alfalfa. At the last census over six hundred acres were reported as in alfalfa crop.

As a result of the building of railways and influx of many new settlers, the great pastures of Hardeman County have been cut up into farms, and this now ranks as one of the leading agricultural counties of Northwest Texas. The total area of the county is 487,040 acres, 310,388 acres included as farms at the last census, about 133,000 acres as "improved land," as compared with about 44,000 acres so classified in 1900.

In 1910 there were 1,068 farms, and 262 farms in 1900. The census reported 11,761 cattle; 686 horses and mules. In 1909, 34,686 acres were planted in cotton; 23,750 acres in corn; 7,156 acres in kaffir corn and milo maize; 7,059 acres in wheat; 4,158 acres in hay and forage crops; 2,479 acres in oats, and there were about 8,000 orchard fruit trees. In 1903 the valuation of property in the county was \$2,393,668; in 1913, \$8,873,320; in 1920, \$9,389,520.

QUANAH

The city of Quanah, which was named after Quanah Parker, the noted Indian chief, grew up with the building of the first railroad, and its progress is typical of the development of the surrounding country. In November, 1885, there was one house on the site, while several other settlers lived in the vicinity. In 1886 a corps of engineers located the town; in the spring of 1887 the Fort Worth & Denver City Railway, which had begun to build west from Wichita Falls in 1885, was completed to Quanah, the court house was then moved up from Margaret, and by the beginning of 1890 the town had a population, according to the census, of 1,477, a large number of the inhabitants being farmers. About that time, one writer said: "The man with the hoe has entered the county and where a few years ago the Kiowa and Comanche chased and killed the buffalo, are now wheat fields lovely to look upon. But men make cities, and Quanah has men devoted to her upbuilding." By 1900 Quanah had a population of 1,651 and in 1910 was a city of 3,127, while in 1920 there was a population of 4,000.

About the close of the last century Quanah became the terminus of a branch of the Frisco Railway, built across the Red River from Oklahoma. During the following decade the line of the Kansas City, Mexico & Orient was built through the county and put in operation about 1909.

Quanah has three railroads, nine wholesale houses, paved streets, Q. A. & P. round-house and the Quanah Cotton Oil Mill, which is the largest oil mill in West Texas. It has ten church buildings and the bank deposits amount to over \$2,000,000. It also has a court house.

HARTLEY COUNTY

About one-half of this county was included in the 3,000,000-acre grant to the Capitol Syndicate. Fifteen years ago it was estimated that a third of the county's area was held in these large pastures, and outside of that vast tract the other farms and ranches contained not less than a section of land, and in some cases reached 15,000 acres. Under these conditions Hartley County has been the home of the cattleman rather than of the farmer, and supported a very meager population. The breaking-up of the larger tracts began a few years ago, and, as in other

Panhandle counties, agriculture and settled conditions are making rapid progress.

The county was organized February 9, 1891. In 1888 the Fort Worth & Denver City Railway was constructed across the eastern half of the county, and in 1900 the Rock Island Road was built across the northwest corner of the Panhandle, with about forty-five miles of its track in Hartley County. Besides the county seat at Channing, on the Fort Worth & Denver, other towns are Hartley, Romero and Middlewater. The prosperous little city of Dalhart, at the junction of these two railways, is located near the north line of the county.

The population of Hartley County at successive decades has been: In 1880, 100; in 1890, 252; in 1900, 377; in 1910, 1,298, and in 1920, 1,109. The total area of the county is 964,480 acres, of which 516,204 acres were in farms in 1910. The amount of "improved land" at the last census was about 195,000 acres as compared with only about 2,600 acres in 1900. The number of farms increased from 27 in 1900 to 165 in 1910. For a number of years the county has been the home of some of the fine Hereford and Polled Angus herds in this section of Texas, and in recent years considerable attention has also been given to hogs. The number of cattle in 1910 was 32,316 and the number of horses and mules about 2,500; in 1920, 52,073 cattle and 1,823 horses and mules. In 1909, 10,511 acres were planted in hay and forage crops; 2,941 acres in kaffir corn and milo maize; 2,173 acres in wheat and a small acreage in corn and oats, while noticeable progress is also being made in horticulture and other branches of general agriculture. The valuation of property in 1903 was \$1,623,506; in 1913, \$5,376,036, and in 1920, \$5,374,313.

Channing, the county seat, has two churches, one bank, two large general merchandise establishments, several smaller stores and a modern school.

The town of Hartley has, like Channing, an up-to-date school and is a live little railroad town with two mercantile firms doing a thriving business. The Hartley Lumber & Supply Company, of that place, handles general merchandise, including a good stock of lumber. The Farmers' Equity Company, of Hartley, carries general merchandise and owns the grain elevator at Hartley.

Channing and Hartley are on the Fort Worth & Denver Railroad.

Middlewater, located on the Rock Island Railroad, has one store and a good school. It is situated in the big pasture part of the county, which will later develop into a stock farming country and now has many prosperous farmers and stockmen.

Romero is a thriving little town on the Rock Island Railroad. It has good mercantile houses and surrounding country and the prospects for its future are promising.

HEMPHILL COUNTY

The settlement which followed the construction of the Southern Kansas Railway across the Panhandle in 1887 was the chief factor in the organization of a county government in Hemphill County, one of the earlier Panhandle counties to support a local government.

The county officials were first elected in July, 1887, and the county seat town was established at Canadian, on the new railway and close to the Canadian River. As one of the oldest towns in the Panhandle, Canadian City has continued to grow, and is now one of the most prosperous small cities of Northwest Texas, having a population at the last census of 2,500, more than half the population of the entire county being concentrated in that town. Along the railway are three other smaller towns, Isaacs, Mendota and Glacier.

Though an organized county for more than twenty-five years, much the greater part of Hemphill County was held in large ranches, and it is said that the first single section of land was sold in 1902.

There are long stretches of level land, suitable for grazing, and also a portion of the area is undulating hills and considerable bottom land along the Canadian River. In the Canadian Valley especially the cultivation of alfalfa has proved a profitable crop, and for some years windmills and other pump power have been employed to tap the underground water supplies, and to a limited extent irrigation has been practiced. The possibilities of irrigation are realized and future developments along that line are assured. The principal crops since the early settlement have been the drouth-resisting kaffir corn, milo maize, millet and sorghum, and while the acreage of cultivated land has greatly increased in recent years, the primary industry is still stock-raising.

In 1880 Hemphill County had a population of 149; in 1890, 519; in 1900, 815; in 1910, 3,170, and in 1920, 4,280. The amount of "improved land" in 1900 was about 12,000 acres, and in 1910, about 53,000 acres. The number of farms increased from 76 in 1900 to 249 in 1910. The total area of the county is 558,720 acres, of which 370,179 acres were included in farms or ranches at the last census. The number of cattle in 1910 was 24,125, 2,300 horses and mules and 4,500 hogs.

The acreage planted to the chief crops in 1909 was: Hay and forage crops, 12,075, including 837 acres in alfalfa; corn, 11,535; wheat, 1,784; oats, 687; kaffir corn and milo maize, 545. Up to 1910 horticulture had made little progress, only about 3,600 orchard fruit trees being enumerated in that year. The valuation of property in the county in 1903 was \$1,307,616; in 1913, \$3,870,481, and in 1920, \$3,899,730.

Canadian, the county seat, has a population of 2,500. It has three banks, two National and one State Bank; two hardware stores, two furniture stores, five groceries, two drug stores, one variety store, four dry goods stores, one electric plant, two grain elevators and a steam laundry. Being a division point, the Santa Fe has its shops here. The town also has water works and sewer system. There are two public school buildings and five churches.

. HOCKLEY COUNTY

This is one of the unorganized counties in the Staked Plains region. County boundaries were formed in 1876, but up to the present time the county has been given over to ranch owners, and practically its entire area is enclosed in the great pastures which a few years ago were the rule in all West Texas. The county lies just west of Lubbock, and the building of railways in that section during the last four or five years has made the lands of Hockley County more available for the agricul-

tural settler. The Pecos & Northern Texas division of the Santa Fe system crosses the extreme northeastern corner of the county.

In 1900 the population was 44; in 1910, 137, and in 1920, 137. There were five farms or ranches in 1900 and twenty-three in 1910. The total area is 554,880 acres, of which 181,432 acres were included in farms in 1910. The amount of "improved land" in 1900 was 360 acres, and 2,657 acres in 1910. While the grazing of live stock is the chief industry, the numbers of live stock are much smaller than in many other sections of the state. In 1910 the number of cattle was 8,272, and 271 horses and mules; in 1920, 15,650 cattle and 384 horses and mules. In 1909, 479 acres were planted in corn; 544 acres in hay and forage crops, and 133 acres in kaffir corn and milo maize.

The assessed wealth of the county in 1909 was \$475,715; in 1913, owing to the building of the railway and increased development, the valuation was \$1,129,904, and in 1920, \$2,849,500.

HOOD COUNTY

The first settlers went into what is now Hood County before the war, but until about 1870 were on the frontier line of North Texas counties and had to protect home and stock against the incursions of raiding Indians. Hood County's area for about ten years after the first settlers came was included in Johnson County. The legislature on November 2, 1866, erected a separate county, named Hood in honor of General J. B. Hood. In 1875 the south part of the county was detached to form Somervell County. In the act of 1866 it was directed that the county seat, when selected, should be called Granbury. Besides Granbury one of the early centers of settlement was at Thorp Spring. There, in 1873, J. A. Clark & Sons, Addison and Randolph, started the private school which was soon afterwards chartered as Add-Ran College, and in 1895 it was moved to Waco and became the Texas Christian University. After the removal of the college an institute was maintained at Thorp Spring known as Jarvis Institute named, in honor of one of the principal founders of the Texas Christian University. Besides Granbury and Thorp Spring, Acton was a small village in 1870.

Until the '80s stock-raising was the staple industry of the inhabitants. The cattle of the ranches went to the Fort Worth markets, and in 1887 the Fort Worth & Rio Grande Railroad was built as far as Granbury, and most of its traffic came from the live stock raised on the range west and south of Hood County. Granbury remained the terminus of that road until 1889. About the same time had been completed the line of the Santa Fe between Cleburne and Weatherford, crossing the extreme northeastern corner of Hood County. In the past twenty-five years practically all the ranch land has been developed as farms and there has been considerable agricultural development. The county is one of the smaller civil areas in the state, having an area of 259,200 acres. The last census reported that of this total about 238,000 acres were occupied in farms, and 91,000 acres classified as "improved land." However, the statistics for that year showed less "improved land" than at the preceding census.

In 1910 there were 1,786 farms in the county, as compared with 1,477 in 1900. The live stock comprised 12,627 cattle; about 5,414 horses and mules; 5,410 hogs. In 1909, 35,050 acres were planted in

cotton; 8,423 acres in corn; 2,612 acres in hay and forage crops, and a small acreage in oats and wheat. The county had approximately 58,000 trees in orchard fruit and about 11,000 pecan trees.

In 1870 the population of Hood County, before the separation of Somervell County, was 2,585; in 1880, 6,125 (198 negroes); in 1890, 7,614; in 1900, 9,146 (241 negroes); in 1910, 10,008; in 1920, 8,759. After the coming of the railway Granbury became a prosperous town, and in 1890 had a population of 1,164; in 1900, 1,410, and in 1910, 1,336. Besides the older towns of Thorp Spring and Acton the other centers are Cresson, in the northeast corner of the county, Tolar and Lipan.

The assessed wealth of Hood County in 1870 was \$423,194; in 1882, \$1,367,956; in 1903, \$2,277,494; in 1913, \$4,038,337; in 1920, \$4,409,197.

HOWARD COUNTY

Howard County was created from the Bexar district during the '70s, but its county government was not organized until June 15, 1882.



COURT HOUSE AT BIG SPRINGS

The total population of the county at the census of 1880 was given as fifty. Cattlemen and buffalo hunters had taken temporary possession, and Big Springs, on account of abundance of water, had long been an oasis in these western plains. The map of Texas in 1874 indicates the springs as one of the conspicuous geographical points in the country.

During 1881 the great army of railroad builders passed through the county laying the tracks of the Texas & Pacific Railroad, and the springs were as useful to the railroad as they had been to the buffalo and cattle. With the railroad came permanent settlement, stock ranches and farms were established for miles along the right of way, and from that time civilization began to develop its various institutions and activities.

By 1890 the population of the county was 1,210; it doubled during the next decade, being 2,528 in 1900; in 1910 was 8,881, and in 1920,

8,962. In 1900 the population of Big Spring was 1,255, or approximately half of the total population of the county, a proportion which was maintained through the next decade, since the population of the chief city in 1910 was 4,102. Other towns in the county are Coahoma, Morita, Soash and Vincent.

While the cattle industry is very prominent, as it has been for more than thirty years, the soil of Howard County is very fertile and is well adapted to the growth of cotton, milo maize, kaffir corn and all kinds of fruits. The agricultural interests are growing, and the figures of the last census indicate the truth of the assertion. In 1910 the census enumerators found 891 farms in Howard County as compared with only 130 in 1900. The approximate total area of the county is 570,240 acres, and of this area about 85,000 acres were in "improved land" in 1910, as compared with less than 6,000 in the same classification ten years before. In 1909, 22,197 acres were planted in cotton, 13,458 acres in kaffir corn and milo maize, 917 acres in corn, 2,237 acres in hay and forage crops, while the fruit interests were indicated by the enumeration of about 28,000 orchard fruit trees. The live stock enumeration for the county in 1910 was: Cattle, 32,545; horses and mules, about 5,300; hogs, 2,594; and poultry, 32,244; in 1920, cattle, 8,422; horses and mules, 2,262.

Since the construction of the Texas & Pacific Railway Big Springs has been a division point on that road. A selection of the point was chiefly due to the existence of superior water supplies such as could not be found at any other place in West Texas along the route of the railway. The Big Spring proper are about a mile and a half south of the city, and as they constituted a great natural water supply to the early stockmen, the railway company found them equally useful, and for a number of years the city water supply was drawn from the same source. Finally the Big Spring Water Company was organized and sunk wells to tap an abundant underground supply near the same springs. In 1881 Big Spring was a village of tents and adobe huts. There was nothing to support the town at that time except the railway interests and scattering ranches, but as the railway company began to enlarge its machine shops and the ranches became more numerous the little village began a steady growth which has continued until the present time. The railway company in 1906 constructed new shops at a cost of half a million dollars, and that improvement came about the time the farmers made their greatest advance in the movement to crowd out the ranchmen. In April, 1907, the city was incorporated, and has acquired municipal improvements equal to any found in towns of similar size in all West Texas.

Howard County has made a substantial increase in material wealth in the past ten years, particularly during the first half of that decade. The amount of taxable property in the county in 1903 was \$2,422,420; in 1909, \$4,797,940; in 1910, \$4,842,805; and in 1920, \$5,295,000.

BIG SPRING

Big Spring is the county seat of Howard County. It is situated on the Texas & Pacific Railway, 270 miles west of Fort Worth, and is

a division point on that road. The Bankhead Highway and the Puget Sound to the Gulf Highway cross here. The railway maintains offices of the division and shops at this point which employ from 500 to 600 skilled mechanics.

The population is around 5,000. There are two national and one state bank, with deposits aggregating \$1,250,000.

It has one of the best high schools in the state, affiliated with the State University and other universities of the South.

It has an abundance of the very best water, which is found at a depth of 200 feet.

The United States Government maintains one of its Dry Land Experiment Farms, well equipped for all kinds of agricultural work at this place.

All the religious denominations have church buildings.

The city owns and operates its water plant. It has a very large ice plant, an electric light plant and the usual number of mercantile establishments incident to a town of this size.

HUTCHINSON COUNTY

The Canadian River divides Hutchinson County almost centrally, and the valley of that stream and its tributaries furnish great diversity to the topography of the county. The county has no railway, though a line known as the Enid, Ochiltree & Western has been surveyed and construction is proposed in the near future. The county was organized in 1901, and for many years has supported a meager population, largely of stockmen, and lack of transportation has delayed any considerable agricultural development. The population in 1880 was 50; in 1890, 58; in 1900, 303; in 1910, 692, and in 1920, 721. The county seat is Plemons, in the center of the county and near the Canadian River, and there are several stores and small settlements in different parts of the county. The following figures from the last official census indicate the principal interests and the development of the county. There were 150 farms as compared with sixty-three in 1900, and about 24,000 acres were classified as "improved land" as compared with about 1,800 acres in 1900. The total area of the county is 562,560 acres, with 371,970 acres included in farms or ranches. The number of cattle was 30,685, and 3,180 horses and mules. In 1909, 7,520 acres were planted in hay and forage crops, 2,866 acres in kaffir corn and milo maize, 1,923 acres in wheat, 1,305 acres in oats, and 875 acres in corn. The assessed valuation of property in 1903 was \$367,556; in 1913, \$1,313,980, and in 1920, \$1,900,484.

IRION COUNTY

This county for a number of years was under the jurisdiction and a part of original Tom Green County, and was detached and created a separate county in 1888 and a local government organized in April, 1889. It is a country in the Western Plains district, with limited rainfall, meager timber resources, and while there has been some development in the direction of agriculture, the chief interest for years has been live stock. Ten years ago it was said that half the total area of the county was held in two big pastures, but recent years

have witnessed a tendency toward the breaking up of such holdings and the introduction of better live stock, better methods, and some real agriculture.

In 1890, at the first census after the county was organized, its population was 870, and in 1900 there was a slight decrease from this small figure to 848; at the last census the population was 1,610. In 1910 the census reported ninety-four farms, as compared with fifty-two in 1900. In a total area of 638,720 acres, about 155,000 acres were occupied as farms. The total area of "improved land" in 1910 was 5,257 acres, as compared with 1,226 acres in 1900. Though a stock raising county, numerically the statistics are disappointing as compared with other counties in eastern sections where live stock is much less pronounced as a feature of economic wealth. In 1920 there were 18,648 cattle, 1,961 horses and mules, and 30,837 sheep. The chief crop acreage in 1909 was: Hay and forage crops, 1,374 acres including about 400 acres in alfalfa; corn, 536 acres; kaffir corn and milo maize, 717 acres; cotton, 707 acres; and oats, 322 acres.

One great improvement has come since 1910 in the extension of the Kansas City, Mexico & Orient Railroad from San Angelo through the county, and through the influence of this transportation system a large number of new settlers have come in and the other familiar developments following improved transportation have occurred. The chief town of the county is the county seat, Sherwood, while Mertzon, Monument and Suggs are other railway towns.

The increase of taxable wealth during the past ten years is illustrated by the following figures: In 1903, \$1,246,100; in 1909, \$1,665,730; in 1913, \$2,312,611; in 1920, \$2,991,077.

JACK COUNTY

This county was created from the territory of Cooke County in 1856 and given a county government on July 7, 1857. Young County to the West marked the extreme limit of settlement before the war, and in 1860 Jack County was credited with a population of 1,688. It illustrates the retrogression of the war decade to compare that population with the figures for 1870, at which time the census gave the county a population of 694 inhabitants. All industry came to an end and the majority of settlers retired to the more secure localities within the secondary line of frontier defenses.

After the Civil war the Federal Government took steps to again afford protection to the frontier, and about 1867 established Fort Richardson, near Jacksboro in Jack County. In a few years the rapid advance of population made the holding of this position superfluous, and the buildings were deserted and soon went to ruin. A paragraph in a Fort Worth newspaper in 1878 said: "Fort Richardson, in Jack County, built in 1867-68, at a cost of nearly \$800,000, is fast becoming a ruin, the buildings are falling, and altogether it presents a sorry appearance. This fort, during the years 1868, '69, '70, contained the largest garrison in the United States, General Sherman having his headquarters there for a time. The hospital, the original cost of which was about \$143,000, is now a useless pile." The garrison and equipment were moved out to Fort Griffin in Shackelford County.

Some of the conditions in the county during the '70s, as drawn from newspaper items and other sources, are described as follows: In the summer of 1876 the county was receiving little immigration, farmers were complaining of lack of markets, and the industrial development was perhaps slower than that of some of the surrounding counties. Jacksboro, the county seat, as one of the military towns of North Texas, had enjoyed somewhat of a boom and about this time was suffering from the reaction. A correspondent in 1876 said: "Jacksboro has improved but little for several years. The location of one of the military posts here in 1867 had the effect to add materially to the town's trading importance as a trading post for the frontier settlers, but since the cessation of Indian hostilities the troops have nearly all been withdrawn, resulting in a perceptible decrease in prosperity. Colonel Woods is here in command of the skeletons of three companies of the Eleventh Infantry, which are barely enough to do post duty and preserve the Government property." Other interesting items about the town are found under date of February, 1877: "A big business was transacted here during the military days, but the trade is now supplied from the permanent settlers. The older buildings in the place are constructed of upright pickets, plastered with clay and surrounded with stockades built in the same way. The first settler is still here, T. W. Williams, a brother of 'Blue Jeans' Williams, present governor of Indiana." By the latter part of 1879 Jack County was said to have 10,000 population; among its industrial enterprises were eight or ten cotton gins, grist and sawmills, brick yards, and seventeen churches and numerous schools were enumerated. At the same time Jacksboro had three churches, three three-story flour mills, and other business interests were improving in like proportions. Over in the western part of the county the beautiful Lost Valley, one of the most picturesque spots in Texas, its perfectly level floor being hemmed in by the rugged hills, was the abode of several well-known cattlemen during the '70s. M. G. Stewart had 10,000 acres in the valley; a fine dwelling, and his pasture was enclosed with a stone fence, showing a considerable departure from the usual methods of maintaining a stock farm. This valley was also the home of J. C. Loving and G. B. Loving, among the best known cattlemen of the state. The postoffice for this community was called Gertrude, and a stone church was another feature of the incipient center.

Some of the conditions of 1882 are reported as follows: At that time the county had one flour and five grist mills, all driven by steam. The luxuriant grasses that covered the surface of the county gave the stockraisers a profitable business, and Jack County is still one of the important stock counties of North Texas. In 1882 the live stock, in round numbers, were 44,500 cattle, 8,500 sheep and goats, 6,300 horses and mules, and 9,000 hogs.

Jacksboro at that time was thirty-five miles from the nearest station on the Texas & Pacific Railway, and thirty-two miles from the nearest station on the Fort Worth & Denver City Railway, to which roads all cattle and other produce were sent. Besides Jacksboro the

other villages in the county at that time were Post Oak, Newport and Lick Branch.

Jack County remained without a railroad until 1898, when a branch of the Rock Island from Bridgeport to Jacksboro was completed, and in 1902 it was extended west to Graham. About 1912 the line of the Gulf, Texas & Western Railroad was built through the county to Seymour in Baylor County, and has since been extended to a junction with the Mineral Wells & North Western at Dalesville.

In 1870 Jack County had 694 inhabitants; in 1880, after settled conditions had obtained, the population was 6,626; in 1890, 9,740; in 1900, 10,224; in 1910, 11,817; in 1920, 9,209. The population of Jacksboro in 1890 was 751; in 1900, 1,311, and in 1910, 1,480. Some of the older towns already mentioned have lost their prestige in favor of places on the railroad. Outside of Jacksboro most of the population is distributed in the country districts, and the statistics indicate that the chief interests of the population are agriculture and stock raising. In the northwestern part of the county some coal is mined. The value of taxable property in 1870 was assessed at \$226,611; in 1882, \$1,750,236, of which more than a third was represented by live stock; in 1903, \$3,303,400; in 1913, \$7,058,130; in 1920, \$8,056,230.

At the last census the number of farms in the county were 1,888, as compared with 1,475 in 1900. The total area of the county is 615,680 acres, of which 541,688 acres were in farms or ranches. The census reported 107,000 acres in "improved land," as compared with 83,000 acres at the preceding census. The stock interests were enumerated as follows: Cattle, 40,879; horses and mules, about 8,500; hogs, 4,150.

JEFF DAVIS COUNTY

This county was part of Presidio County until 1887, when it was created and organized, and the county seat established at old Fort Davis. The troops of old Fort Davis did a valuable service many years in patrolling the border and guarding life and property against Indians and outlaws, but the post was abandoned by the Government in 1890. In the meantime a considerable settlement had grown up around the old fort, it had been the county seat of Presidio County from 1875, and though isolated from railroads it still retains its honors as the place of local government and also as one of the noted resorts of West Texas. In the vicinity of Fort Davis are the Davis Mountains, and at different points across the county are some of the highest mountain peaks in the South, many of them ranging between 4,000 and 6,000 feet in elevation, and several being over 8,000 feet. To the lover of wild and rugged scenery, and the hunter of big game, Jeff Davis County has long presented unrivaled facilities, and while old Fort Davis is off the beaten path of the ordinary tourist it attracts an increasing number of sportsmen and travelers to whom primitive nature makes a strong appeal. The greater part of the lands of the county are held in large tracts and owned by the state or railroad companies, and while the live stock industry assumes large proportions, agriculture has as yet been little developed, and only by irrigation methods. Thus far irrigation has been applied largely to

orchards and small fields of alfalfa. These farms lie mostly in the valleys, and the water is supplied from artesian wells.

The population of Jeff Davis County in 1890 was 1,394; in 1900, 1,150; in 1910, 1,678, including 600 Mexicans.

The total area of the county is 1,448,320 acres, with about two-thirds occupied in ranches, and the last census reported 5,800 acres as "improved land," as compared with 1,170 acres in 1900. The number of farms or ranches in 1910 was ninety-one. In that year the cattle enumerated were 74,961; about 2,700 horses and mules, 4,667 goats. The crops were chiefly hay and forage crops, kaffir corn and milo maize and corn, and about 2,300 orchard fruit trees were mentioned in the statistics.

The valuation of property in the county in 1903 was \$1,630,370; in 1913, \$4,193,766; and in 1920, \$4,600,488.

The only railroad in the county is the Southern Pacific, which crosses the western end, and the principal town along its route is Valentine. The Texas & Pacific just touches the north corner of the county.

JOHNSON COUNTY

The first settlements were planted in what is now Johnson County in 1852. The territory was then comprised within the jurisdiction of McLennan and Navarro counties, and by 1853 the population was sufficiently numerous to justify the creation of a new county. The legislative act of February 13, 1854, erected Johnson County, and the first election of county officers was held in the following April. In 1866 the western part of the county was detached to form Hood County, from which in turn was subsequently taken Somervell County. The first county seat was Wardville, located five miles west of the present city of Cleburne. In 1856 another county seat election was held, and a place called Bailey's, five miles northwest of Cleburne, was selected, and its name changed to Buchanan, in honor of the then President of the United States. Both of these old county seat locations have long since ceased to be centers of population or trade. After the creation of Hood County the choice of a county seat was again before the people, and in 1867 the majority of votes were cast in favor of Camp Henderson, the permanent name of which was soon afterwards changed to Cleburne, in honor of the great general. The oldest town in the county is Alvarado, founded about 1853. The next in age is Grand View.

In 1860 Johnson County had a population of 4,305, some of whom lived in what is now Hood and Somervell counties. In 1870 the population was 4,923; in 1880, following a decade of great development, the population was 17,911; in 1890, 22,313; in 1900, 33,819; in 1910, 34,460; and in 1920, 37,286.

The county was without railroad facilities until the '80s. The Fort Worth-Temple division of the Gulf, Colorado & Santa Fe was completed in December, 1881; the Missouri, Kansas & Texas was built at the same time, and in 1882 was opened the Cleburne-Dallas branch of the Santa Fe, originally known as the Chicago, Texas & Mexican. In 1887 the Santa Fe constructed its line from Cleburne

to Weatherford, and in 1888 the Fort Worth & Rio Grande was built through the extreme northwest corner of the county. The Trinity & Brazos Valley opened its line from Cleburne to Mexia in 1904.

Within the present decade an interurban line has been built from Fort Worth to Cleburne, known as the Northern Traction Company of Fort Worth.

Since the first railroads were built the county has developed rapidly, and with the exception of some lands in the western part of the county all the big ranch holdings have disappeared, and Johnson now ranks as one of the best agricultural and stock farming counties of North Central Texas. Farm lands rank with the very best in the state. Of a total area of 473,600 acres, the last census indicated that about 430,000 acres were occupied as farms, and about 250,000 acres



POSTOFFICE, CLEBURNE

in "improved land." Government statistics indicate a well diversified condition of farming, with an appropriate balance between stock raising and the cultivation of staple crops. In 1910 there were 18,942 cattle in the county; 14,775 horses and mules; 8,999 hogs, and 123,654 poultry. In 1909 the cotton acreage was 110,692; corn, 15,088; hay and forage crops, 7,190; peanuts, 1,129; over 1,600 acres in potatoes, sweet potatoes and other vegetables; with oats and wheat as minor crops. The county is also in the fruit belt, and the last census enumerated 139,000 trees in orchards fruits. The value of taxable property in the county in 1870 was \$1,888,955; in 1882, \$4,875,128; in 1903, \$9,096,310; in 1913, \$22,356,735; and in 1920, \$24,288,040.

Aside from the old towns of Alvarado, Grand View and Cleburne, nearly all of the important centers of population sprang up with the advent of the railways.

Cleburne, the county seat, is a modern, progressive city, with water works, street railway, other public improvements, and a number

of commercial and manufacturing enterprises. Its largest single resource is the Santa Fe Railway shops. The population of Cleburne in 1890 was 3,278; in 1900, 7,493; in 1910, 10,364, and in 1920, 12,820. Alvarado, the pioneer town, had a population in 1890 of 1,543; in 1900, 1,342; in 1910, 1,155; in 1920, 1,284. Grand View's population in 1910 was 1,018, having been credited with only about 250 inhabitants twenty years before. Other towns are Venus, Rio Vista, Burleson, Godley, Joshua, Keene, Lillian and Cresson.

CLEBURNE

Cleburne is the county seat of Johnson County and was founded in 1867, when the county seat was moved from Buchanan, about six miles north of Cleburne, and was named in honor of Gen. Patrick Cleburne, a distinguished officer of the Confederate Army.



JOHNSON COUNTY COURT HOUSE, CLEBURNE

Cleburne has a population of 12,820, assessed valuation of \$11,536,350, the taxation rate is 89 cents on the \$100. It is on the main line of the Gulf, Colorado & Santa Fe and the Trinity Brazos Valley railways, and on a branch of the Missouri, Kansas & Texas from Egan, nine miles in length, and has a connection with Fort Worth by the interurban railway.

It is famous for its well equipped schools, modern churches and fine private homes. The court house, postoffice and school buildings are all modern and substantial structures. There are about twenty churches within the city limits, representing all of the Protestant denominations, and a small Catholic church. It has a public library, to which Andrew Carnegie contributed \$20,000, which is a tasteful and ornamental structure completed in 1905. It is supported by taxation and now contains about 10,000 volumes, besides magazines and periodicals. The city of Cleburne claims to have the largest school popu-

lation and the most money invested in school property of any town of its size in the United States. The public schools are under the supervision of Mr. Emmett Moore, with twenty-five teachers.

One and a half miles from the city is the Cleborro College under the auspices of the Christian church. There are three national banks, with total resources of \$7,089,626, with deposits aggregating \$6,111,081. One state bank, total resources \$1,665,483, with deposits of \$1,539,646.

Among the industries of the city are two flour mills, four gins, one oil mill, one peanut plant, a large iron foundry, planing mill, cotton compress, broom factory, a sweet potato curing plant and two ice factories. The shops of a division of the Santa Fe Railroad are located in Cleburne, the payroll of which is about \$225,000 per month.



HIGH SCHOOL, CLEBURNE

There are about 1,700 people employed by the several railroads. The city is supplied with electric light by the Fort Worth Power & Light Company, and with natural gas by the Lone Star Gas Company. The city is blessed with an abundance of pure artesian water from nine wells, one of which is over 1,500 feet deep. It has the usual complement of mercantile houses, a modern fire department and an active Chamber of Commerce with 200 members. It is on the Meridian Highway from Colorado to the gulf.

Other towns in Johnson County are: Grandview, Venus, Lillian, Burleson, Joshua and Godley.

Venus is situated on the east edge of Johnson County in fine black land territory, has two good banks, fine brick schools, substantial churches and a population of about 2,000 people.

Lillian is on the International & Great Northern Railroad in the northeast corner of the county, at the edge of the cross timbers, and is a town of about 1,000 people.

Burleson, situated in the north edge of the county, near the Tarrant County line, enjoys fine school facilities and has two good banks.

Joshua, located eight miles north of Cleburne, on the Santa Fe Railway, is a town of about 1,500 inhabitants.

Godley, on the Weatherford branch of the Santa Fe, in the northwest part of the county, is a town of about 1,500 people.

ALVARADO

Alvarado was established in 1854. The town site was donated by W. Balch. It was named by Abe Onstott, first sheriff of Johnson County, in honor of a brave Spanish officer by the name of Alvarado, who fought with the Texans in the Mexican war.

The present population is 1,284, and the assessed valuation is \$1,118,000.

It has a large three-story brick high school building with an enrollment of 500 pupils. There are two banks, the First National, which is the oldest national bank in the county, and the Alvarado State Bank. There is a cotton seed oil mill of large capacity, a custom grist mill, five cotton gins, a mattress factory and an ice plant, also the usual complement of mercantile houses.

Alvarado is at the junction of the Missouri, Kansas & Texas and the Gulf, Colorado & Santa Fe Railways and two state highways, the Colorado to Gulf and the Dallas to Glen Rose roads. It has a good system of water works and electric lights, and a survey is now being made for a sewer system.

Alvarado is situated on the east side of the cross timbers, where sand lands prevail, and on the east the rich black lands stretch out into Dallas and Ellis counties.

JONES COUNTY

The limits of Jones County were assigned by the Legislature in 1858, but there was hardly an inhabitant who could be classed as a permanent settler until about the beginning of the '70s. The county was organized June 13, 1881. That date corresponds with the time of construction of the Texas & Pacific Railway through Taylor County on the south, and Jones County thus lies within the belt of territory largely developed through that pioneer West Texas Railroad. The county had no railways until the present century, and until a few years ago was an almost exclusively stock raising country. The rapid increase in population and the building of railroads have provided markets for farm products and have made profitable the production of cotton and other staple crops and also the growing of vegetables and fruits.

In 1880 Jones County had a population of 546; in 1890, 3,797; in 1900, 7,053; in 1910, 24,299; and in 1920, 25,293. The increase was over three hundred per cent during the first decade of the present century. In 1900 the first railroad, the Texas Central, was completed to Stamford. The second railway in the county was a portion of the Kansas City, Mexico & Orient, which by 1905 had been completed from Sweetwater into Haskell County, crossing the northwest corner of Jones County. In 1905 the Wichita Valley Railroad Company was incorporated to con-

struct a line from Seymour south to Stamford. About the same time the Abilene & Northern Railroad began construction from Abilene north, and the two lines were connected at Stamford in 1907. Subsequent extensions of these railroads have given Jones County a large mileage, all of which has been laid since the beginning of the present century.

It has been during the railroad era that the county has developed its chief towns. No town had a separate enumeration in 1900, and the principal center of population was Anson, the county seat, which had first been called Jones City. The chief shipping point was Abilene, over in Taylor County. In 1910 the chief towns with population were: Stamford, 3,902; Hamlin, 1,978, and Anson, 1,842. Other villages are Avoca, Lueders, Hawley and Tuxedo. These are all located on the various lines of railway.

Stamford, the chief city, is noted for the progressiveness of its citizens and for its public improvements. It has thirty-four blocks of brick paving, being the first town between Fort Worth and El Paso to lay brick paving, and thirty blocks of excellent gravel paved streets; fine public buildings, business houses and residences. A number of industries are successfully conducted, and it is also a center for West Texas educational institutions. In 1899 a town site company was organized to anticipate the construction of the Texas Central west from Albany, which had been its terminus for nearly twenty years. The first sale of town lots was made in Stamford in January, 1900, and the first railway train arrived in the town on February 8th of the same year. An independent school district was at once organized, a public school building erected, a city hall in 1903, and in a few months the town furnished banking, hotel, shipping and general facilities to its large surrounding trade territory. Latterly the public plaza was given a postoffice building in the center, costing \$60,000, and the rest of the plaza has been made into a flower garden. The city has recently built a \$30,000 city hall and is soon to vote bonds for a \$100,000 high school building.

Property values were assessed in 1882 at \$701,524; in 1903, at \$2,837,850, in 1913, \$12,191,525; in 1920, \$14,895,370. The general economic development since 1900 is indicated by the returns of the last census. There were, in 1910, 2,907 farms as compared with only 820 in 1900. Of the total area of 590,080 acres about 495,000 acres were included in farms or ranches in 1910, and about 246,000 acres were classified as "improved land," a larger amount than was found in some of the older counties in the eastern section of the state. The amount of "improved land" in 1900 was 78,000 acres. The live stock interests found at the last enumeration were: Cattle, 15,970; horses and mules about 14,900; hogs, 9,796. In 1909, 110,458 acres were planted in cotton; 36,049 acres in kafir corn and milo maize; 12,463 acres in hay and forage crops; 4,078 acres in corn, 1,792 acres in wheat; 2,252 acres in peanuts; and a limited acreage in oats, potatoes, sweet potatoes and other vegetables. About 40,000 orchard fruit trees were enumerated. In 1919 Jones County raised 72,000 bales of cotton, being the second county in cotton production in the state. These statistics give this county a very favorable comparison with not only the counties in the same area, but with those in older and more favored sections of the state. Con-

sidering that the substantial development of the county began about twenty years ago, Jones County has been one of the most rapidly progressive counties in all Northwest Texas.

Stamford, Texas, the metropolis of Jones County, has just attained its majority, being twenty-one years of age. It was named for Stamford, Connecticut, the home of Henry G. McHarge, who was the moving spirit in the construction of the Texas Central Railroad.

The first business in Stamford was the hardware firm of Penick Hughes Co. The first bank was named the First National Bank, established by R. V. Colbert and associates, Mr. Colbert still being the head of the institution. The well-known progressive spirit of Stamford started with the birth of the town, the first Chamber of Commerce having been organized in a tent, with R. L. Penick as president. A commercial organization of some sort has been maintained since that time.

The city has grown steadily, and correctly boasts of never having had a boom. Its enterprise and civic improvement has attracted nation-wide interest because it has been a leader in this respect. It was the first city in Texas west of Fort Worth to construct brick pavements, and at present has thirty-two blocks of such pavements and forty-two graveled. It leads in another respect in that its Chamber of Commerce and municipal authorities have always worked in harmony. It made an advance step recently along this line by forming an interlocutory arrangement in which it selected a city manager, with practically all offices combined in the same, said city manager being the chairman of the board of directors of the Chamber of Commerce, this completing the interlocutory arrangements.

The population of Stamford, according to the census of 1920, was 3,700, but the scholastic census belied these figures, because there is enrollment of 1,051 in the scholastic population. It has a taxable valuation of 3,136,880 dollars. Its most forward step of recent years has been to vote a half million dollars for water works system, the supply to come from the Brazos River, eighteen miles distant, and when the system is completed it will be competent to impound more than two billion gallons of water, which will not only be an adequate supply of water for a town of Stamford's size but one of 25,000 people, and at the same time furnish irrigation for several thousand acres of land. All of the possibilities that can come from the system already outlined will be utilized, and the question of conservation and irrigation in the Stamford section will be a realization.

The city is now planning to enlarge its independent school district to comprehend more than one hundred sections of land, and when this is completed it will take the place of a junior college.

Stamford has all of the public service corporations, and they are maintained in a satisfactory manner. It has five railway outlets, with five passenger trains going each way daily; has more miles of sidewalks and more blocks of paving than any city of its size in the state, and its progressiveness in all things has become a matter of comment throughout the country.

KENT COUNTY

This county, situated near the southern edge of the Staked Plains, was created August 21, 1876, and the county government organized November 8, 1892. The upper courses of the Brazos River traverse it, and much of its surface is broken land. Although the number of farmers is increasing each year, live stock raising on the ranches is the chief occupation of the people. A number of the larger tracts have been divided into farms. Fourteen miles west of Clairement, the county seat, oil has been discovered, and another important source of wealth is gypsum, a plant for the manufacture of cement plaster being in operation at Jayton, which is the largest town of the county. Jayton is located on the line of the Stamford & Northwestern division of the Wichita Valley Railroad, which was constructed across the northwestern corner of the county about 1909.

The population of the county at successive decades has been: In 1880, 92; in 1890, 324; in 1900, 899; in 1910, 2,655. The total valuation of property in 1903 was \$1,212,173; in 1913, \$2,375,317; and in 1920, \$5,158,115.

The last census enumerated 18,158 cattle, and 2,256 horses and mules. Aside from stock raising the agricultural development up to 1910 was limited. The total area of the county is 560,000 acres, and while nearly all was included in farms or ranches in 1910, only about 27,000 acres were classified as "improved land," and about 6,000 acres were so classified in 1900. The number of farms in 1910 was 326, as compared with 134 in 1900. The chief crops in 1909 were: Cotton, 6,182 acres; kaffir-corn and milo maize 1,858 acres; hay and forage crops, 1,856 acres, and corn, 1,271 acres. About six thousand orchard fruit trees were enumerated.

KING COUNTY

Situated near the foot of the Staked Plains, and on the headwaters of the Wichita and Brazos Rivers, King County is still isolated from railways, and its prairies and broken surface has for many years furnished sustenance to thousands of head of stock. While in recent years farming has made some progress in competition with the predominant industry, the markets are still too distant to furnish much incentive to agriculture except in supplying forage for stock.

King County was created August 21, 1876, and was organized June 25, 1891. Its population in 1880 was 40; in 1890, 173; in 1900, 490; in 1910, 810, and in 1920, 355. The county seat and principal town is Guthrie, while one or two other small places are located in the county.

In 1910 the Federal census reported 34,952 cattle in King County; about 2,500 horses and mules, and the pasturing of cattle on large ranches has for a number of years been the characteristic business of the county. There were 107 farms in 1910, as compared with 53 at the preceding census. The total area of the county is 554,880 acres, and 417,023 acres were included in the ranches and farms in 1910. The progress of agriculture is indicated by the amount of "improved land," which in 1900 was about 1,600 acres, and in 1910 about 9,000 acres. In 1909, 2,918 acres were planted in cotton; 1,644 acres in corn, and 813

acres in kaffir corn and milo maize. About four thousand orchard fruit trees were enumerated. In 1903 the assessed value of property in the county was \$1,082,420; in 1913, \$1,768,098, and in 1920, \$1,740,017.

KNOX COUNTY

The railroads and other factories which have been operating in recent years to develop Haskell County have also been working to break up the large ranches and promote the building of towns and the establishment of agriculture on a permanent basis in Knox County. Knox County, created in 1858, was organized March 20, 1886. A few stockmen had found their way into this section during the late '70s, and in a few years the buffalo had been driven out and domestic cattle were grazing over the rolling prairies and along the valleys of the Wichita and Brazos Rivers, both of which streams have their courses through this county. At this time the ranchman occupy and own the greater part of the lands, but the influx of agricultural settlers has been particularly rapid since two railroad lines were finished. 1904 the Kansas City, Mexico & Orient Road was built through the county from south to north and put in operation by 1905. In 1907 the Wichita Valley Railroad was built across the southeastern corner of the county. Along the line of the first railway are the towns of Knox City, Benjamin, the county seat, and Truscott. On the Wichita Valley is Munday, probably the largest town in the county, and Goree.

The population of the county in 1880 was only 77; in 1890, 1,134; in 1900, 2,322; in 1910, 9,625, and in 1920, 9,240. The assessed value of property in 1903 was \$1,919,672; in 1913, \$6,259,477; in 1920, \$6,638,681. In 1909 the presence of twenty cotton gins, a cottonseed oil mill, a flouring mill, a dairy and other smaller establishments indicate the chief productive activities of this section. There were in 1910, \$1,175 farms and ranches, as compared with 366 in 1900. The total area of the county is 551,680 acres, of which 520,450 acres were occupied in farms in 1910, and 142,000 acres were "improved land" as compared with about 46,000 acres at the preceding census. The census reported 27,331 cattle; about 9,100 horses and mules; 5,146 hogs. The crop acreage in 1909 was: Cotton, 36,219 acres; corn, 24,870 acres; wheat, 13,188 acres; oats, 8,023 acres; hay and forage crops, 7,620 acres; kaffir corn and milo maize, 3,878 acres; about 350 acres in potatoes, sweet potatoes and other vegetables; and about 33,000 orchard fruit trees.

LAMB COUNTY

Lamb County lies directly west of Hale County, was created in 1876 and was organized in June, 1908, with Olton as the county seat. In 1911 the Texico-Coleman branch of the Santa Fe Railroad was built across the county, leaving Olton to one side, and several other stations have since been established along the line. The railroad has opened up the land for agricultural settlement, but it is still strictly a cattle county, and the greater portion of its area is included within large ranches. The surface is quite level, except where broken by three tributaries of the Brazos River, and it is devoid of timber except the groves planted by ranchmen. Excellent results have been obtained by the few farmers

who have recently settled, and the staple crops of the Panhandle region have been successfully grown.

At the census of 1890 Lamb County had a population of 4; in 1890, 31, in 1910, 540 and in 1920, 1,175. The total area of the county is 654,000 acres. About 14,000 acres were classified as "improved land" at the last census, as compared with 370 acres in 1900.

There were five farms in 1900 and ninety-two in 1910. The county's prominence as a cattle district is indicated by the statistics for 1910, enumerating 40,355 cattle and about 1,300 horses and mules. In 1920 the number of cattle was 42,000 and of horses and mules, 2,052. In 1909 an acreage of 5,048 was planted in hay and forage crops, and a small amount of land in corn, kaffir corn and other crops. Fruit growing has made some progress, and at the last census about 2,700 orchard fruit trees were enumerated. The valuation of property in the county in 1913 was \$3,187,014 and in 1920, \$6,179,186.

OLTON

Olton is the county seat of Lamb County. Its population is about 800. It has a brick school house, with five teachers and one hundred and fifty pupils, a union church edifice and one mercantile house. The other towns in the county are Littlefield on the Texico-Coleman branch of the Santa Fe and Farwell on the Littlefield holdings. The latter town has one bank, one church, five brick business houses, a \$20,000 hotel, a two-story brick school house. Its population is 700.

LIPSCOMB COUNTY

Lipscomb County occupies the northeast corner of the Panhandle, and is bounded on two sides by the State of Oklahoma. In earlier years what was known as No Man's Land of Indian Territory lay on the north, and the Cherokee strip of Indian Territory on the east. Until about 1890 no white settlements were permitted in these adjoining sections, and that was a fact which seriously impeded the settlement not only of Lipscomb County, but of other sections of the Panhandle. It was the building of the Southern Kansas Railroad across that section of Oklahoma and into the Panhandle in 1887 that more than anything else influenced immigration and settlement. Beginning with the railroad era, Lipscomb County advanced from a population of only 69 in 1880 to 632 in 1890, and in 1887 county government was organized. The population of the county in 1900 was 790, in 1910, 2,634, in 1920, 3,634. The assessed wealth of the county in 1903 was \$1,223,525, in 1913, \$3,616,250, in 1920, \$4,983,150. The county seat town is Lipscomb, near the center of the county and on Wolf Creek, which, with its tributaries, breaks the surface into numerous valleys and has furnished water for stock purposes since the range was first occupied by cattlemen. Another small settlement in the northwest part of the county is Kiowa, but the chief town is Higgins, in the southeast corner, on the line of the Santa Fe Railroad.

Lipscomb County has for a number of years held a high rank among Panhandle counties for its live stock and agriculture. The creek valleys have been utilized for the production of varied crops, and the settlers have raised considerable fruit for a number of years. There has as

yet been little development of irrigation, though the natural conditions offer much encouragement for such enterprises. The total area of the county is 568,320 acres, of which 423,250 acres were farms in 1910. The number of farms increased from 117 in 1900 to 375 in 1910, and the same time the amount of "improved land" increased from about 11,000 acres to about 109,000 acres. The enumeration reported 26,804 cattle; about 3,150 horses and mules; 2,659 hogs, and 13,887 poultry; and in 1920, 64,527 cattle and 4,306 horses and mules.

In 1909, 10,071 acres were planted in hay and forage crops, including about 900 acres in alfalfa, 8,810 acres in corn, 7,473 acres in kaffir corn and milo maize, 3,884 acres in wheat, and a small acreage in oats. The number of orchard fruit trees enumerated were 4,500.

LOVING COUNTY.

While the boundaries were given to this county in 1887, it has never been organized and is attached to Ward County for judicial purposes. Aside from its value as a stock range the only importance to be noted is the progress of irrigation along the Pecos River, which forms the western boundary of the county. In 1910 there were seventy-nine individual farms or ranches in the county, as compared with only six in 1900. Twelve farms were irrigated in 1909. There were four irrigation enterprises, which were capable of irrigating over 5,000 acres. The amount of land classified as "improved" was 580, practically all of it under the irrigation ditches. The total area of the county is 481,920 acres, and in 1910 about 200,000 acres were included in farms or ranches. The number of cattle reported at the last enumeration was 4,159, and 380 horses and mules. The county has long been regarded as one of the best cattle ranges in West Texas. In 1909 the total assessed values in the county were \$392,341; in 1913, \$384,887; in 1920, \$653,574.

In 1890 the county was credited with a population of only three inhabitants; in 1900, 33; in 1910, 249; and in 1920, 82.

LUBBOCK COUNTY.

A few years ago Lubbock had nothing to distinguish it particularly from other counties in the Staked Plains region. Its large area supported a meager population of stockmen, there were no railroads, and the only thing to attract new settlers was the grazing of pasture lands. The last decade has witnessed many remarkable changes. In 1907 a branch of the Pecos & Northern Texas Railway was completed from Canyon City as far as Plainview, and by the spring of 1910 trains were operating from Plainview south to Lubbock. During 1910 construction work was being rapidly pushed on the Texico-Coleman cut-off of the Santa Fe, passing through Lubbock County and Lubbock City. This road was completed by 1911, and about the same time a branch was extended east from Lubbock, known as the Crosbyton & South Plains Railroad. Settlers and capital at once came into the Lubbock district, and many of the large ranch holdings were cut up into farms, and while farmers as a rule employed with satisfying success the dry methods of cultivating the plains crops, a still greater resource so far as future development is concerned was

found in the discovery of the shallow well water supply, by which copious streams of water can be brought from a depth of 40 to 100 feet and pumped over the fruit, alfalfa and other grain fields, insuring splendid crops from the fertile soil. Recently a number of test wells have been put down, and by the use of gasoline power and centrifugal pumps enormous flows of water are obtained. Continual pumping for many hours has failed to perceptibly lower the water in these wells. In the valleys of the streams, tributaries of the Brazos River, a large acreage is already sub-irrigated and alfalfa grows luxuriantly.

The rapid development of the agricultural possibilities of Lubbock County, as representing the entire section known as the South Plains, underlain by the Shallow Water Belt, is due in a large part to the educational activities and results announced by the State Experiment Farm No. 8 maintained two and one-half miles east of the city of Lubbock, where more than 3,000 experiments are carried on each year to determine the profitable crops and methods of production to be suited to this section.

While irrigated farming is practiced to a profitable advantage in the case of commercial and home gardens, orchards and intensive stock farms, the improved methods of cultivation developed by this experiment farm have demonstrated the dependable profit to be made from ordinary farming methods adapted to the conditions prevailing through this section. The record breaking crop grown in this section up to and including 1920 was that of 1920 and was "laid by" upon 14.5 inches of rainfall.

Diversified farming is making rapid progress in this county, whose increase in number of farms reported by the Federal census of 1920 amounted to 384% or 1,908 farms. The rural condition is further improved in this county by the high grade of public schools being constructed by the county board of education. With twenty-one rural schools in the county, eleven have modern brick buildings and the rural school property showed an increase of 940% in the four years previous to 1920.

Lubbock County produces the world's supply of Sudan grass seed in addition to the profitable production of small grains, sorghums, alfalfa, clover, cotton, fruit and vegetables. There is considerable activity in dairying, and pure bred hog production is reported in the county and in the South Plains counties surrounding Lubbock County. These activities are carried on exclusively by the ordinary method of cultivation as distinguished from the irrigated method of farming.

The legislative act of August 21, 1876, carved out Lubbock County among others in Northwest Texas. The county was organized in March, 1891, with a population of thirty-three, or an increase from twenty-five in 1880. In the next ten years it increased to 293 and by 1910 it had increased to 3,624 or 1,136%, while the 1920 census showed an increase of 296% or 11,096 inhabitants. In 1903 the assessed value of property was \$1,146,672; by 1913 the assessed valuations aggregated \$4,971,301; and in 1920, \$12,633,190.

During this period the number of farms increased from nothing

except ranch gardens in 1880-90-1900 to 208 farms in 1910. In 1920 there were 1,008 farms, or an increase of 384% as compared to the state increase of 3.4%. In the total area of 555,520 approximately 50% is included in the farms with less than 25% in cultivation. Of this area in cultivation the Chamber of Commerce estimates 12,500 acres in Sudan grass, 28,600 acres in cotton, 32,500 acres in grain, sorghum, alfalfa, clover, corn and other feed crops, and 16,300 acres in small grains.

In 1910 there were 18,191 cattle enumerated, 2,100 horses and mules, and 4,213 sheep. In 1920 there were 14,340 cattle, less than five per cent of which were dairy cattle, 5,330 horses and mules, and 29,800 sheep, in addition to the 7,500 head of lambs fed for the market through the winter. The hog industry has grown from a half dozen "killing hogs" on the ranches in 1900 to more than 3,000 in 1920, a large part of which are pure bred breeding hogs of the highest quality. Several breeders of national importance are located in the county.

Following exhaustive experiments on the State Experiment Farm at Lubbock and Spur the hog and sheep feeding industry is making rapid growth in the county to consume the great production of grain sorghums found to be superior to corn heretofore employed to feed out market hogs in the North and Central states. More than 500,000 pounds of wool was marketed through Lubbock in 1920, according to figures compiled by the South Plains Wool Growers' Association of this place.

CITY OF LUBBOCK

The city of Lubbock has grown from an isolated village in 1900 of seventy-five inhabitants to the railroad center of the South Plains. Reported in 1910 with 1,938 inhabitants, or an increase of more than 2,500%. Between the years 1910 and 1920 it made a gain of 109%, with a present population of 4,051, which is the largest of any city between Amarillo and Sweetwater and the largest city of the South Plains, due to its five railroads, six designated state highways and numerous county highway outlets, giving ready access to foreign and local markets and wholesale centers.

The city owns and operates its own light, water and sewer plants, under the city manager, commission form of government, with a taxable valuation of \$4,003,950 at a tax rate of \$1.25. It has twenty blocks of brick pavement, covering the retail section of the city, with ornamental street illumination throughout the principal portion. Two modern hospitals care for the emergencies of the Plains section.

The school system of the city is composed of three ward schools, one grammar and high school with a separate negro and Mexican school. The scholastic enrollment of the rural schools of the county total 1,720 pupils and of the city of Slaton 550.

Slaton is the division point of the Santa Fe Railroad for this division, with a population of 1,590 in 1920, as compared with less than 300 in 1910.

LYNN COUNTY

Lynn County was created in 1876, but was not organized until April, 1903, with Tahoka as the county seat. While cattlemen

employed its area to a limited degree for grazing purposes, there was no development to speak of and little population until the present century. The county had nine inhabitants in 1880, 24 in 1890, 17 in 1900, but by 1910 its population was 1,713; in 1920, 4,751. For many years the nearest railroad was the Texas & Pacific, seventy-five miles to the south. The influx of stock and agricultural settlers began about ten years ago, and the notable developments which centered in Hale and Lubbock counties to the north gradually extended to include Lynn County. In 1910-11 the Pecos & Northern Texas main line was built across the northeast corner of Lynn County, and subsequently a branch of the same road was extended south through the center of Lynn County, with Tahoka as one of its stations. Since the construction of this road the movement of homeseekers into this section has been heavy and a start has been made in the development of the varied resources. Although prominent as a cattle country, the excellent supply of underground water offers many possibilities for agricultural and horticultural development.

In 1900 only five farms and ranches were reported in the county; by 1910 the number was 201. The total area of the county is 552,960 acres, of which 260,792 acres were included in farms in 1910, and about 20,000 acres of "improved land," as compared with only 246 acres in 1900. The live stock in 1910 was 11,182 cattle, and about 2,100 horses and mules. In 1920, 26,663 cattle, 3,050 horses and mules were enumerated. In 1909, 1,976 acres were planted in kaffir corn and milo maize, 1,076 acres in corn, 1,003 acres in cotton, and there were about 6,400 orchard fruit trees.

The value of taxable property in 1903 was \$947,630; in 1913, \$2,082,007; and in 1920, \$3,992,915.

McCULLOCH COUNTY

Created from Bexar County August 27, 1856. Named for Gen. Ben McCulloch. Located in West Central Texas. Organized in 1876. Area 1,110 square miles. County seat, Brady. Other principal towns, Rochelle, Melvin, Mercury and Lohn. Population of county in 1900, 3,961; population in 1909, 16,505; increase, 12,545; in 1920, 10,559. General surface rolling, with fertile valleys among the hills. The Colorado River forms the northern boundary of the county. The San Saba River and Brady Creek traverse the territory from west to east. These water courses and the plentiful supply of underground water, which can be tapped at depths of from 50 to 150 feet, render the county one of the best watered in the region. The uplands are timbered with post oak, live oak and cedar. There is considerable mesquite in the valleys. These growths are sufficient to furnish wood for fuel and fence posts. Soils vary from black sticky to dark chocolate loam, and are quite fertile. It is estimated that about half of the area of the county could be profitably devoted to farming. The main field products are cotton, corn and forage crops. Fruits and vegetables are grown on some of the farms for the use of the families occupying them. McCulloch County is a fine stock raising country. Railroads in the county are the St. Louis & San Francisco and Gulf

Colorado & Santa Fe. Taxable values of county in 1909, \$5,754,804; in 1920, \$8,797,455. In 1920, 30,001 cattle and 6,701 horses and mules, and 18,432 sheep were enumerated.

BRADY, TEXAS

Brady is the county seat of McCulloch County. It is at the junction of the Frisco & Santa Fe systems, giving it easy, convenient service, fully capable of handling any amount of tonnage, with close connection to all markets of the country. It has local, rural and long distance telephone systems, communication by telegraph and cablegram to all parts of the world.

It has two big oil mills, a first class cotton compress and several wholesale houses. It has two papers, one weekly and one semi-weekly, both with a wide circulation and a competent corps of editors and correspondents. There are two national banks and a Chamber of Commerce, which looks after the dual interests of both city and country. This latter organization is supported and controlled by the leading business men of the city and is doing much good and rendering valuable assistance along lines of public interest.

MARTIN COUNTY

Martin County was created in 1876, and its county government organized in November, 1884. It is one of the counties tributary to the line of the Texas & Pacific Railway, built through the southeastern corner in 1881. Stanton, the county seat, is the only town of any importance in the county, and is located on the railway. In spite of its convenience in the matter of railway facilities, the county's development was very slow until the present century, and it is still a section for ranch farming rather than agriculture. There is an abundant supply of water at shallow depth beneath the surface, and irrigation has been practiced on a small scale.

The population of the county at successive decades has been: In 1880, 12; in 1890, 264; in 1900, 332; in 1910, 1,549, and in 1920, 1,146. In 1910 there were enumerated 17,093 cattle and about 1,100 horses and mules. Much of the land is still held in large tracts by the ranchmen. The total area of the county is 578,560 acres, of which 271,752 acres were included in farms or ranches in 1910. In 1900 only 203 acres were classed as "improved land," but that amount was increased during the succeeding years to 14,400 acres in 1910. The number of farms or ranches in 1900 was 33, and 147 in 1910. The acreage devoted to the principal crops in 1909 was: Kaffir corn and milo maize, 1,699; cotton, 946; hay and forage crops, 892; and corn, 252. The property valuation of the county in 1903 was \$821,253; in 1913, \$2,603,143, and in 1920, \$2,103,096. Stanton, the county seat, has four churches, a Catholic boarding school, two banks and one cotton gin. About 4,000 bales of cotton have been marketed here this year.

MIDLAND COUNTY

Reference has been repeatedly made in these sketches of Texas counties to the remarkable development that followed the construc-

tion of the Texas & Pacific Railroad from Fort Worth west to El Paso. In almost every case the counties through which that line passed were the first to begin development on a permanent basis, and the line of railway became the backbone to the economic activities spreading for many miles on each side. Between the town of Big Springs, in Howard County, and the Pecos River, the Texas & Pacific crosses the immense territory formerly comprised within Tom Green County. As elsewhere stated, the breaking up of the original Tom Green County began during the '80s, and it is noteworthy that the first division was made at the western end rather than at the eastern side of the original county. The first of such counties to be detached and separately organized was Midland, created and organized in 1885.

For more than thirty years Midland and surrounding counties have been a center for some of the most extensive cattle operations in the entire state. Midland has for a number of years, and is yet, particularly the home of wealthy cattlemen, and many of the veterans in the industry have at some time or other been identified with the country tributary to Midland City. While the old Texas "longhorn" was the feature of the cattle herds in that vicinity for a number of years, some of the first successful attempts to introduce thoroughbred cattle were made in the Midland country. Not long after Midland County was organized the great Chicago packer, Nelson Morris, bought up and established the great ranch of more than 300 square miles in the district north of Midland City and started the experiment of raising Polled Angus cattle, and at one time had as many as 20,000 head of this strain on his ranch. His stock was sold a few years ago. Midland is the home of the largest registered herd of Hereford cattle in the world, owned by Schaubauer Brothers, and there are also many Durham cattle. Ever since the coming of the railroad the greater part of Midland County has been occupied by ranches and was gradually enclosed in immense pastures by various corporations and individual cattlemen. During the present century there has been a gradual subdivision and breaking up of these extensive ranches, and farming, especially by the dry farming methods, and more recently with the aid of irrigation, has become a pronounced feature. In 1911 the many experiments hitherto conducted for drawing water from an underground supply to irrigate land came to a climax with the opening of a great well near Midland, which developed a flow of 2,000 gallons per minute. The success of this initial well has stimulated the investment of capital and enterprises in many other localities about Midland City, and irrigation farming is now on a fairly well established basis.

Some facts taken from the last census report give the status of the live stock industry and of agriculture in the county as follows: There were 178 farms, as compared with 73 ten years previously. Of a total area of 567,680 acres, 466,367 acres were occupied as farms. About 16,000 acres were cultivated as "improved land," as compared with 897 acres in 1900; 16,300 cattle were enumerated in the county in 1920, and 1,175 horses and mules. The acreage of the chief crops during 1909 was: Kaffir corn and milo maize, 2,438; cotton, 1,755;

hay and forage crops, 2,252; and corn, 421. About 3,500 orchard fruit trees were enumerated. In 1890 Midland County had a population of 1,033; in 1900, 1,741; in 1910, 3,464; and in 1920, 3,000. There are one or two small villages, but the greater proportion of the county's population is concentrated in Midland City, which had 2,192 inhabitants in 1910. Midland City, which got its name from the fact of its location about midway between Fort Worth and El Paso, claims the distinction of being the wealthiest town per capita in the United States, and has a trade territory covering an immense district on all sides. The city has well improved streets, a number of modern business blocks, schools and churches, and is the natural business center for counties both to the north and south.

The assessed values of property in the county in 1903 were \$2,009,294; in 1909, \$5,882,603; in 1913, \$5,734,287; and in 1920, \$5,891,285.

MITCHELL COUNTY

Located on the headwaters of the Colorado River, and traversed by the Texas & Pacific Railway since 1881, Mitchell County has long been one of the centers of the live stock industry in West Texas. Colorado City, the county seat, has been particularly noted as a cattlemen's town. The county has been described as a country of undulating prairies, traversed by numerous streams, with broad and beautiful valleys, skirted by a shattered growth of scrubby mesquite, hackberry and wild china, interspersed with an occasional live oak, pecan and cedar tree, in some parts mountainous, and in others stretching out into elevated tablelands.

A report of the county in 1892 said: "Stock raising is the engrossing pursuit of the inhabitants, and it is an industry of large and increasing importance. Nearly the entire surface is covered with the long and the curly mesquite, buffalo and gamma grasses, on which cattle, sheep and horses keep in good condition the year round."

In round numbers the estimate of stock in the county in 1892 was 35,000 cattle, 13,000 sheep, and about 1,000 horses and mules. At that time practically none of the land was under individual ownership. The county was occupied by the scattered cattle outfits. Ranch buildings were anywhere from 15 to 30 miles apart, and as a common rule each man recognized and respected the range rights of his neighbors in good faith. In the gradual process of breaking up the old range new factors were introduced from time to time. These were chiefly improved stock, provident management, and individual control of more or less of the land upon which each stockman operated, accompanied by the building of wire fences, an innovation that began about the close of the '80s. In Mitchell and other counties of the same area the old-time cattlemen drove their stock from place to place in search of grass and water, but since then surface water supply has been supplemented by wells. During the last twenty years the underground water supply, tapped by numerous wells, has been drawn upon, and the traveler through the Plains country finds the numerous windmills the most impressive feature of the landscape. Colorado City, and other towns have frequently been referred to as "windmill cities."

The report of 1892, previously quoted, says: "The Texas & Pacific Railroad runs through the county from east to west and has four stations—Loraine, Colorado City, Westbrook and Iatan. The latter place is situated about twenty miles west of Colorado City, in what is known as Paradise Valley, which contains about 5,000 acres of fertile land, and is strikingly picturesque and beautiful. Colorado City has about 1,500 inhabitants and does a large trade with the surrounding counties." Within the present decade the Roscoe, Snyder & Pacific Railroad has been constructed, touching the northeast corner of Mitchell County, and with that exception the railway mileage is exclusively that of the Texas & Pacific.

In 1880 Mitchell County had a population of only 117, in 1890, 2,059; in 1900, 2,855; in 1910, 8,956; and in 1920, 7,527. The largest town is Colorado City, with a population in 1910 of 1,840. Loraine at the same census had 633 inhabitants.

One important resource of the county is the production of salt, and two plants at Colorado City are engaged in its manufacture.

In 1881, at about the beginning of development in the county, the assessed value of taxable property was \$589,959; in 1903, \$2,549,330; in 1913, \$6,366,848; and in 1920, \$5,807,851.

To a limited extent irrigation has been employed to water the garden crops, but the chief reliance has been upon natural rainfall and dry farming methods. Subject to the variation of seasons in West Texas, Mitchell County has made notable progress in agriculture, though the chief resource is still live stock. In 1910, 1,108 farms were enumerated, and the number at the preceding census was 232. The total area of the county is 566,400 acres. Of this 106,302 acres were classified as "improved land" at the last census, while the preceding census found but about 17,000 acres thus classified. In 1920, 7,918 cattle were enumerated; about 3,300 horses and mules, 2,934 hogs. In 1919, 32,055 acres were planted in cotton, 20,247 acres in kaffir corn and milo maize, 8,969 acres in hay and forage crops, 2,411 acres in corn. There was a limited production of peanuts and vegetable crops, and about 23,000 orchard fruit trees were found.

COLORADO

Colorado City, the county seat of Mitchell County, is located on both banks of the Colorado River. It is noted for its sidewalks, and shade trees, pretty women and fat men. It has one of the best school systems in West Texas. The present court house is a three-story brick structure built in 1884 at a cost of \$80,000. Colorado City's trade territory extends from 20 to 30 miles in each direction from town. It is considered one of the oldest cow-towns in Texas, its farming, and especially stock-farming interests are growing fast. Its days of rough and tumble "shoot the town up," cow-boy fashion, are past, although it is still the home of large ranch owners, they are a different type of men, more progressive and energetic than in former days.

The present county officials are: J. C. Hall, county judge; W. J. Chesney, sheriff and tax-collector; W. S. Stoneham, county and district clerk; J. B. Holt, tax-assessor; T. J. Coffee, county attorney; U.

D. Wulfjen, commissioner, Precinct No. 1; H. A. Lasater, commissioner, Precinct No. 2; E. Barber, commissioner, Precinct No. 3, and S. M. Hallmark, commissioner, Precinct No. 4.

MONTAGUE COUNTY

Montague County was taken from Cooke County in 1857, and organized August 2, 1858. The county was fairly well settled before the war, was credited with a population of 849 in 1860, but as a result of the depredations of that decade its population in 1870 was only 890. During the '70s it began to be settled permanently. In one respect, however, it was still on the frontier, since its northern boundary was the Red River, on the north side of which was the Indian Territory, which, without any civil government, offered shelter to many thieves and desperadoes whose depredations of the Texas frontier were long a standing menace to the prosperity of the northern tier of counties. To prevent horse stealing from this source during the '70s and '80s a number of vigilance committees were organized in Montague County.

In September, 1866, a correspondent in the county wrote a Dallas paper as follows: "We stand as a breakwater for the protection of the state against the Indians—have done so for years. We will be forced to give up the frontier unless sustained; sustain us and we will still protect you." In July, 1870, another correspondent wrote that the Indians were all around Montague County settlers, whose exposed situation on the extreme frontier rendered constant vigilance necessary, and that very recently attacks had been made on Victoria Peak and Henrietta.

During the decade of the '70s the population of Montague County increased more than 1,000 per cent, and settled conditions prevailed, while a number of towns sprang up. In 1878 the towns and villages in the county were: Montague, the county seat, containing some five or six stores; St. Jo, Burlington, Red River, Scranton and Forestburg. These were all rural villages, and the nearest railroads were many miles to the east and south.

The first railroad was the Fort Worth & Denver City, constructed across the southwestern corner of the county in 1882. The railroad gave origin to what is now the metropolis of the county, Bowie, which in June, 1882, was without a single store and merely a station for the surrounding country. Another station established on the railway was Sunset. A report on the county in 1882 mentioned industries and the towns as follows: "There are in the county a number of flouring and sawmills run by steam power, but hardly enough to supply the local demand for flour and lumber. Montague has 500 inhabitants; St. Jo, 350; Forestburg, 200; Queen Peak, 250; Spanish Fort, a very old settlement, 250; Eagle Point, 150; and Salt Creek Station, 100." The county at that time was a rich stock range, and its live stock in round numbers was estimated at 36,000 cattle, 8,000 sheep and goats, 7,800 horses and mules, and 11,000 hogs.

Beginning with the census of 1870 the population figures for successive decades have been: In 1870, 890; in 1880, 11,257; in 1890,

18,863; in 1900, 24,800; in 1910, 25,123; and in 1920, 22,200. In 1870 the total property assessments in the county aggregated only \$153,542; the rapid development of the following ten years was indicated by tax assessment for 1882 as \$2,040,472; in 1903, \$6,428,005; in 1913, \$12,806,265, and in 1920, \$14,134,555.

The second railroad in the county was the Missouri, Kansas & Texas, which was built under the name Gainesville, Henrietta & Western from Gainesville to Henrietta in 1887, across the northern half of the county. In 1893 the Rock Island line from the Red River to Fort Worth was opened through Bowie.

The building of railroads has resulted in a general readjustment of population centers. Montague, the county seat, is still without railway connections, and from a population of 795 in 1890 declined to a population of 284 in 1910. The chief city is Bowie, which profited by its relations to the first railway. In 1890 its population was 1,486; in 1900, 2,600; in 1910, 2,874; and in 1920, 5,000. The three other principal towns are located in the northern part of the county along the Missouri, Kansas & Texas and are St. Jo, a town antedating the railway, Belcher and Nocona. Other towns are Montague, Ringgold, Stoneburg, Sunset, Bonita and Hardy.

As one of the rural counties of North Texas, Montague now has a fairly well balanced economic condition. Only a few of the large ranches still remain undivided, while the breeding of improved live stock, dairying, fruit culture, and the diversified crops of the Red River Valley are all phases of progress. At the last census 3,691 farms were enumerated, as compared with 3,571 in 1900. The total area of the county is 594,560 acres, of which 531,057 acres were reported in farms, and about 244,000 acres as "improved land." While thirty years has resulted in the cultivation of nearly half of the total area of the county, live stock interests are more valuable than ever. The enumeration showed 31,429 cattle, about 14,078 horses and mules, 17,979 hogs, and the crops in 1919 were: Cotton, 88,041 acres; corn, 74,841 acres; hay and forage crops, 9,468 acres; oats, 1,381 acres, while wheat and peanuts formed a considerable item in production, and about 1,800 acres were planted in potatoes, sweet potatoes and other vegetables. The rank of the county as a fruit section is indicated by the enumeration of 293,000 orchard fruit trees, while about 10,000 pecan trees were found.

MOORE COUNTY

Organized July 6, 1892, Moore County in 1890 had a population of 15; in 1900, 209; in 1910, 561, and in 1920, 571. That the county has not yet attracted settlers in any considerable numbers is chiefly due to the lack of transportation. The county seat and chief town of the county is Dumas.

For the past twenty years the ranchers have employed windmills to draw water from the abundant underground supply, only for stock purposes and for irrigating small gardens and fruit orchards. The limited agriculture has depended hitherto on the natural rainfall and the usual Panhandle methods of cultivation. The amount of

"improved land" in 1910 was 22,000 acres, as compared with about 1,700 acres in 1900. In the same period the number of farms increased from 57 to 95. The total area of the county is 589,440 acres, of which 93,278 acres were occupied in farms or ranches in 1900. In 1910 the number of cattle enumerated was 7,017; about 1,450 horses and mules; 1,290 hogs; and 1,759 sheep; in 1920 the number was 24,535 cattle, 2,380 horses and mules, 1,930 sheep. Outside of 2,345 acres planted in kaffir corn and milo maize in 1909, crop acreage was limited to a small amount in hay, oats and wheat. The property assessment in 1903 was \$831,651; in 1913, \$2,204,116; in 1920, \$1,862,070.

MOTLEY COUNTY

The western portion of Motley County lies in the Staked Plains region of Texas, and in many portions its undulating surface is broken and mountainous. Live stock raising is the principal occupation of the people, although there is considerable acreage under cultivation. Cotton, alfalfa, and the usual Panhandle staples are grown. Some small orchards and vineyards have demonstrated the possibilities of horticulture.

Motley County was one of those created by the act of August 21, 1876, and was organized February 25, 1891. The population figures furnish a measure of the county's progress. In 1880, 24 inhabitants were enumerated; in 1890, 139; in 1900, 1,257; in 1910, 2,396; and in 1920, 4,107. The county seat is Matador, but that town and the entire county have depended upon country roads and the stage coach for communication with the railroad centers. Until recently the nearest railroad points were Paducah on the east and Floydada on the west. The Quanah, Acme & Pacific Railroad has been constructed through a portion of the country. Portions of three or four of the largest ranch holdings in Northwest Texas lie in Motley County, while few farms or ranches in the county have comprised an area of less than a section of land. The total area of Motley County is 659,200 acres. In 1900 only about 8,400 acres were in cultivation, and in 1910 about 37,000 acres. There were 373 farms and ranches in 1910, as compared with 209 in 1900. For many years Motley has been a favorite county with cattlemen, and has been credited with a larger number of cattle than almost any other county in the northwestern part of the state. At the last enumeration 29,605 cattle were reported and 3,889 horses and mules. The status of agriculture in 1909 is indicated by the following figures for acreage: In cotton, 11,941 acres; in corn, 4,106 acres; in kaffir corn and milo maize, 4,476 acres; and in hay and forage crops, 3,173 acres. About 10,000 orchard fruit trees were found, and grape culture is also a factor with a number of farmers. In 1903 the assessed value of property was \$1,691,064; in 1913, \$3,934,941; in 1920, \$6,080,147.

NOLAN COUNTY

In 1876 the Legislature defined the boundaries of Nolan County as far out on the West Texas plains and occupied chiefly by the roving herds of buffalo, then being rapidly decimated, and by a few pioneer stockmen. Five years later, in 1881, the Texas & Pacific Railroad

was built through the northern edge of the county, and until ten years ago was the only railway line in the county. In 1881 the county government was organized, and the county seat was placed at Sweetwater, one of the three railway stations in the county. No farming was attempted at that time, and in 1882 the live stock interests were estimated at about 11,000 cattle, 21,000 sheep and goats, and about 2,500 horses, mules and hogs.

The population of the county in 1880 was 640; in 1890, 1,573; in 1900, 2,611; in 1910, 11,999; and in 1920, 10,868. The rapid increase of population between 1900 and 1910 was accompanied by corresponding development of business and resources. About 1903 construction work was begun on the Kansas City, Mexico & Orient Railroad at Sweetwater, and in 1905 that road was placed in operation from Sweetwater north to the Red River. In 1911 the Texico-Coleman division of the Santa Fe, known as the Pecos & Northern Texas, gave the county another trunk line and increased the importance of Sweetwater as a railway city. Since then the Roscoe, Snyder & Pacific Railroad has been built from Toscoe in this county, about fifty miles to the northwest.

In 1882 Nolan County's aggregate assessed values were \$908,276; in 1903, \$2,345,845; in 1913, \$8,267,676; and in 1920, \$8,258,198. While the ranchmen have in recent years been giving a great deal of time and attention to the improvement of their stock, diversified farming has also attracted enterprise and capital, and the county now produces a large amount of the staple crops. The total area of the county is 563,200 acres. The last census reported 385,578 acres included in farms and ranches, and about 93,000 acres in "improved land." In 1900 the county had 293 farms, and by 1910, 1,160 were enumerated. The live stock reported at the last enumeration was: Cattle, 7,978; horses and mules, 3,506; sheep, 2,448. Though a West Texas county, cotton is the chief crop. In 1919, 32,699 acres were planted in that staple; 21,713 acres in kafir corn and milo maize; 7,334 acres in hay and forage crops; and 2,008 acres in corn. About 26,000 orchard fruit trees were enumerated in 1910.

Outside of Sweetwater the chief towns are Roscoe, the starting point of the Roscoe, Snyder & Pacific Railroad; Hylton, an inland village in the southern part of the county; and Decher, Dora, Nolan and Olga.

SWEETWATER

Sweetwater is now one of the leading railroad centers in this section of the state, and is growing as an industrial and commercial city. In the vicinity are found some large deposits of gypsum, and considerable quantities of the manufactured product are shipped. Sweetwater in 1900 had a population of only 670 and was a small town, but by 1910 its population was 4,176, and in 1920 it had a population of 6,000. It has a modern high school and three ward schools, six churches, three banks, with a capitalization of \$280,000 and \$2,000,000 deposits. There is one mill and elevator, one tractor and truck factory, one large cotton seed oil mill, one refinery, one large planing mill, one marble works, one cement block factory, one large machine

shop, three trunk lines of railroads, one of which maintains shops and division. There are two saddle shops, two mattress factories, one broom factory, one candy factory, three cotton gins, one compress, three wholesale groceries, one large heavy hardware, two distributing implement houses, one mail order house, two wholesale rubber houses and three automobile accessory houses.

There will be another refinery after the first of the year and one large gypsum factory.

OCHILTREE COUNTY

This county, on the northern border of the Panhandle, was organized February 21, 1889. With the nearest railroad forty-five miles distant, its development has been hindered by lack of transportation, but in spite of this situation many thousands of acres are now in cultivation in the staple Panhandle crops and a substantial class of farmer settlers have located in this section since the beginning of the present century. The extension of the Santa Fe across the county has greatly improved conditions. The county in 1890 had a population of 198, in 1900 of 267, in 1910 of 1,602, and in 1920, 2,331. The county seat is at Ochiltree, and other small centers of trade and population are Wawaka and Grogan. The surface of the county is largely a level plain, with Wolf Creek the only important stream. It is estimated that 95 per cent of the area is tillable, and the statistics of crop production in recent years indicate great possibilities in the near future. The total area of the county is 570,240 acres, and 225,779 acres were reported in farms at the last census. Between 1900 and 1910 the number of farms rose from 71 to 264, and the amount of "improved land" from about 2,600 acres to about 53,000 acres. The live stock enumeration in 1910 comprised 10,717 cattle, about 3,800 horses and mules, 3,711 hogs, and 10,715 poultry; in 1920, 22,462 cattle, 4,792 horses and mules. In 1909, 10,378 acres were planted in hay and forage crops; 8,663 acres in wheat; 7,404 acres in kafir corn and milo maize; 2,075 acres in corn; 1,972 acres in oats. About 3,000 orchard fruit trees were enumerated. The valuation of property in 1903 was \$606,926; in 1913, \$1,515,291, and in 1920, \$4,176,420.

PERRYTON

Perryton is the county seat of Ochiltree County, a beautiful little town with two good churches and a school building. A bond issue has recently been authorized of \$175,000 for a new and commodious school building. It has three banks and the usual complement of commercial houses.

OLDHAM COUNTY

About three-fourths of the entire area of Oldham County was set aside and granted as a portion of the 3,000,000 acres given to the syndicate of capitalists who furnished the money for the building of the state capitol at Austin. As late as ten years ago it was stated that three-fifths of the county was held in immense pastures, and the process of breaking up the large ranch holdings into farms has gone forward more slowly in Oldham County than in many other sections

of Northwest Texas. For this reason, largely, the county, though in area one of the largest, has a very meager population, farming is practiced in only a limited way, and the agricultural settler has made less inroad against the ranchers than in other parts of the Panhandle. On account of these general conditions, the amount of "improved land" at the last census was only about 12,600 acres, and in 1900 the census reported about 11,500 acres of such land. The number of farms increased from 23 to 87 between 1900 and 1910. The total area of the county is 987,520 acres, of which 513,855 acres were occupied in farms and ranches in 1910. As a stock range Oldham County has furnished immense numbers of cattle and other live stock to the Texas aggregate. More than thirty years ago the number of cattle was reported at about 33,000 and about 25,000 sheep. The last enumeration showed 43,005 cattle and 1,595 horses and mules. The limited acreage in crops is indicated by the report for 1909, showing 2,709 acres in hay and forage crops, 1,401 acres in wheat, and 693 acres in kafir corn and milo maize. In 1882 the assessed value of taxable property in the county was \$443,875, of which more than three-fourths was represented by live stock; in 1903 the property valuation was \$900,247; in 1913, \$3,616,758; and in 1920, \$4,126,876, indicating that the greatest progress economically has been made within the last 10 or 15 years.

Oldham had one of the first county organizations in the Panhandle, a local government having been organized, with Tascosa as the county seat, in December, 1880. The population of the county at the Federal census of that year was 287, and at the election in the fall of the same year 187 votes were polled, which indicates that practically all the residents were males and of voting age and other qualifications. At the census of 1890 the county had a population of 270, a decrease; in 1900, 349; in 1910, 812, and in 1920, 709. After the construction of the Fort Worth & Denver City Railway across the northern corner of the county in 1888, a railway station was established called Tascosa, but was several miles from the county seat town of Tascosa, which was on the north side of the Canadian River. During the present century the Rock Island Railroad was constructed across the southern border of the county. There are several other towns besides the county seat, including Adrian, Vega and Wildorado.

During the years before the railroad came Tascosa was one of the most notorious towns in Texas, a supply point for the various cattle outfits operating in the Panhandle, and a center for periodical revelry and dissipation for the cowboys. Among all the old-timers who followed the trail across the Panhandle during the '70s and '80s Tascosa has associations so as to classify it with such larger and more notorious cattle towns as Fort Dodge, Abilene and Fort Worth.

VEGA

The present county seat is located on the Rock Island Railroad, which passes through the southern part of the county. It has a population of 250, two churches, one modern high school building, two hotels, three general stores, one bank, a lumber yard and a drug store.

PALO PINTO COUNTY

This county has always been a center for cattlemen, its abundant water supply and its rugged surface affording excellent winter quarters for live stock. Many of the old-time cattle kings of Texas had their headquarters at different times in Palo Pinto County. In the wave of migration that crossed North Texas during the early '50s settlement went beyond Parker into this county, and as a result of the movement an act of Legislature on August 27, 1856, created a separate county territory. The act directed that the chief justice of Bosque County, from a portion of which and from Navarro County the territory was taken, should organize the local government. The county was organized April 27, 1857. The act creating the county directed the county officers to select the county seat and lay off a town, and "the county site shall be called Golconda." That name, so far as can be ascertained, was never confirmed and had no place in the county's geography. In 1858 the Legislature donated 320 acres of public land for county site purposes, and the county seat acquired the name Palo Pinto. Such settlers as occupied the county during the '50s were in such exposed position with reference to the hostile Indians that the county was practically depopulated in the years between 1860 and 1870. The Texas Almanac for 1867 said briefly that the county was "principally devoted to stock raising, though Indians keep the inhabitants in constant alarm." Permanent progress began in the '70s, when some of the land was cultivated to wheat and cotton, and the limits of the cattle range were first intruded.

A report on the county seat for 1882 enumerates the stock interests, in round numbers, as 28,000 cattle, 5,000 horses and mules, 6,000 sheep, and about 6,000 hogs. From the same report other factors in the county's economic condition were described as follows: "The Texas & Pacific Railroad, which reached the county in 1880, runs through its southern part, and has three stations, Sparta, Strawn and Gordon, with respectively 50,200 and 350 inhabitants. Palo Pinto, the county seat, is beautifully located on Little Eagle Creek, and has about four hundred inhabitants. In this county are located a number of mineral wells, around which a town of about two thousand inhabitants, known as Mineral Wells, has grown up within the last two or three years. The town is surrounded by mountains and the scenery is picturesque. Coal of good quality has been discovered in the county, and two mines have been opened, the yield from which is about ninety tons per day."

During the decade of the '70s the one principal village, Palo Pinto, had aspirations to become a station on the Texas & Pacific Railroad. In 1876 the business directory of the town shows six dry goods stores, several saloons, two blacksmith shops, one wood shop, six lawyers, five physicians, two schools, and a Masonic Hall. The railroad never came to Palo Pinto, and its chief distinction is yet as the seat of county government. Outside of Palo Pinto the only postoffice in 1876 was Grand Rancho, a noted headquarters for cattlemen, located in the south part of the county, on Palo Pinto Creek, about two miles east of present town of Santo.

In 1860 Palo Pinto County had a population of 1,524. Conditions were such that no separate enumeration was made in the county at

the census of 1870. In 1880 the population was 5,885; in 1890, 8,230; in 1900, 12,291; in 1910, 19,506; in 1920, 23,421. In 1870 the assessed values of taxable property was \$275,548; in 1882, \$1,708,475; in 1903, \$3,852,326; in 1913, \$10,865,370; in 1920, \$14,748,820. Palo Pinto has an area of 613,120 acres, and the last Federal census reported 472,842 acres occupied as farms or ranches, with about 105,000 acres in "improved land." There were enumerated 1,921 farms in 1910, as compared with 1,271 in 1900. Live stock interests are: Cattle, 30,053; horses and mules, 6,500; hogs, 1,907; goats, 1,823. In 1909, 31,655 acres were planted to cotton, 7,918 acres in corn, 4,253 acres in hay and forage crops, and a smaller acreage in kaffir corn and milo maize and in oats. Considerable attention is paid to fruit growing in the county, and the last census enumerated about 67,000 orchard fruit trees, about 13,000 grape vines, and over 14,000 pecan trees. The mineral resources of the county have for many years been a valuable asset. Coal is mined at Thurber, Strawn, Lyra and Mingus in the southern part of the county, and a natural gas field has been developed beginning two miles south of Mineral Wells and extending to the town of Brazos. Other gas fields have been found in various parts of the county but have not been developed commercially. Probably the greatest single factor in drawing wealth to the county are the famous mineral waters at Mineral Wells, which has attained the reputation of being one of the most noted and popular health resorts in the Southwest. There are more than fifty mineral wells, the chief city of the county has developed around them, besides the thousands of people who reside temporarily at Mineral Wells because of its health and resort advantages, a large industry has been built up in the shipping of the waters over many states. Mineral Wells in 1890 had a population of 577; in 1900, 2,048; in 1910, 3,950; and in 1920, 9,018.

About the year 1891 the Weatherford, Mineral Wells & Northwestern was constructed to Mineral Wells, thus placing that health resort within easy communication with the main railway system of Texas and the permanent growth of the city dated from that event. Within the present decade what is known as the Gulf, Texas & Western Railroad has been constructed south from Jacksboro to a connection with the Mineral Wells & Northwestern at Salesville.

MINERAL WELLS

In 1879 a postoffice was established called Ednaville. In the same year Captain Lynch dug the first well. It proved to be strong mineral and unfit for use. In 1882 another well was sunk, now known as the original Crazy Well. The name was changed to Mineral Wells in this year.

In the forty-one years of its existence it has developed from two wells to more than a hundred, from log houses and tents to brick and stucco, from a straggling population of a few scattered families to a town of 9,018. As a health resort it has long since passed the experimental stage and has become a recognized factor in restoring health by the medical fraternity.

From dispensing its waters by the primitive gourd it now dispenses them in the largest drinking pavilions in the world. From entertaining

a few families coming in mule and ox-drawn vehicles it now entertains 150,000 visitors annually coming by train and automobile from every state in the union and many foreign countries.

STRAWN

Strawn was incorporated in 1920. Its population has doubled in the last two years and is now about 5,000. It has two strong banks, the First National Bank and the First States Bank; and two of the largest mercantile establishments of the West. The Strawn Merchandise Company, owned and operated by the Strawn Coal Company, has a capital of \$5,000,000. The Watson Brothers is also a solid and substantial concern.

The Coal Company owns the Light & Water Plant, and gas for heating purposes is furnished by E. M. Treat & Company. Plans for a sewerage system are in progress. Two new churches have recently been erected, being the Methodist Episcopal Church, to cost \$80,000, and the Baptist Church, to cost \$50,000.

The Strawn Tribune is a six-column weekly newspaper owned and edited by S. D. Taylor.

The school building is a substantial two story brick structure containing thirty rooms, erected about ten years ago, and is used for grade and high school purposes. It proved to be inadequate to the demand, and in June, 1920, work was begun on a new and larger school building, which will soon be completed and occupied. The new building, with its equipment, will cost around \$100,000, and is provided with a large auditorium having a stage. This room will be used for school assemblies, lyceum courses and public gatherings. In the basement are a good sized gymnasium, rooms for sewing, domestic science and for manual training. The building is heated throughout with hot air, gas being used for fuel, although coal grates have also been supplied for use in case of a gas shortage. There are now 115 pupils in the high school and 830 in the different grades. For the last ten years the schools have been under the charge of Professor L. T. Cook, with a staff of nineteen teachers in the literary department and three in the department of music and expression.

PARKER COUNTY

Parker is one of the oldest settled counties of North Texas, adjoining Tarrant on the west, and is on the dividing line between the black land belt of the central part of the state and West Texas. One fork of the Trinity River runs through the county, and in the western part is the Brazos River, so that two of the largest water courses in the state approach each other closely in this county. The county ranks high as an agricultural section, with cotton the chief crop, but corn, wheat, vegetables and fruit are important factors in a diversified farming which has made great progress during the last twenty years. It has taken first premiums at all Agricultural Fairs in the country for watermelons, peanuts and many of the fruits.

The county takes special pride in its good roads, constructed from gravel beds closely accessible, and has also developed a broad foundation of institutions and commercial activities.

Parker County was created from portions of Navarro and Bosque counties on December 12, 1855, and was organized March, 1856. The act creating the county directed that county courts, when chosen, should order an election for the location of the seat of justice, the site selected to be called Weatherford. The first settlement followed soon after the establishment of the military post at Fort Worth in 1849. For twenty years the county was on the frontier and exposed to the hostile raids of the Indians. For several years after the organization of the county the settlers had little trouble, but the removal of a large part of the Texas Indians beyond Red River was followed by a persistent warfare along the fringes of settlement. In 1859 an attack was made on the town of Weatherford, when Mrs. Sherman was killed and scalped. During the Civil war the danger from such raids never abated, and as late as 1873 an Indian incursion was made into Parker County.



COURT HOUSE, WEATHERFORD

During the comparative security of the early '50s settlement was rapid. The population in 1858 was estimated at 3,507, including a small number of slaves, (160).

About 10,000 acres were in cultivation, wheat and corn being the only crops, and over 10,000 cattle raised on the ranges. Weatherford had a population at this time of 175, there being only five negroes in the little town.

The author of "Information about Texas," whose observations were made about 1856-57, says of Parker County: "It is a desirable region for small farmers. Weatherford, a new town and county seat, is rapidly increasing. Not twelve months ago the site was laid out and yet there are already a court house in process of construction, and several other public buildings, one hotel, several stores, private dwellings and other marks of civilization." Weatherford built up rapidly in those years. One of the first steam flour mills in a large region of the country was started there about the middle of 1858, and in November of the same

year a correspondent wrote: "This flourishing little town I find still improving rapidly, and notwithstanding the universal cry of hard times, new buildings are going up all over town. Weatherford seems to have increased faster than any town in North Texas during the first three years of its existence." The establishment of a newspaper—*The Frontier News*—at that place, which two years before could not boast of a cabin, was evidence not only of the enterprise of its publisher, but more so of the rapid strides the northwestern frontier was making in improvement and settlement.

In 1860 the number of inhabitants was almost as large as in 1870, and by the latter date the people had hardly repaired the damage inflicted during the decade of the war. The rapid increase of population during the '70s was due partly to the general immigration to this portion of Texas in that decade, but more particularly to the building of the first railroad through the county. The citizens of Weatherford were inspired with the same hope of railroad connection with the outer world as were the people of Fort Worth. By 1877 the town had grown so that it was credited with 2,000 population. Some of the men whose civic and business energy was behind the progress of the '70s were Judge A. J. Hood, Captain Ball, I. Patrick Valentine, and the district attorney of the county was S. W. T. Lanham, later governor of Texas. Weatherford has been the home of many well known men. Their spirit of enterprises was of the same sort as that of the people of Fort Worth; for when they saw that there was no immediate prospect of the Texas & Pacific being extended from Fort Worth to the West, they followed the example of their more fortunate rival and formed the Parker County Construction Company to build a line between the cities. In January, 1879, the grading was begun, by the following May half of the work was completed, and by the winter of 1879-80 trains were running into Weatherford. That town remained the terminus only a brief time, until construction was rapidly extended west toward El Paso. During the '80s the branch of the Santa Fe from Cleburne to Weatherford was built. The Weatherford, Mineral Wells & Northwestern Railway is largely a Weatherford enterprise; its general offices and shops are located in that city, and it has made a large section of country to the northwest tributary to the Parker County metropolis. Within the last two or three years the line of railway known as the Gulf, Texas & Western has been constructed from Jacksboro to a connection with the Weatherford, Mineral Wells & Northwestern, thus increasing the traffic which passes through Weatherford.

The population of Parker County in 1860 was 4,213; in 1870, 4,186; in 1890, after the first railroad had come, 15,870 (615 negroes); in 1890, 21,682; in 1900, 25,823 (865); in 1910, 26,231; in 1920, 33,482.

WEATHERFORD

Weatherford, which has always been the chief town as the seat of government, had a population in 1860 of 3,369; in 1900, 4,786; and in 1910, 5,074. The town site was originally built in a grove of elm, oak, hackberry and pecan, and there are many hundreds of these trees still standing about the homes of Weatherford citizens.

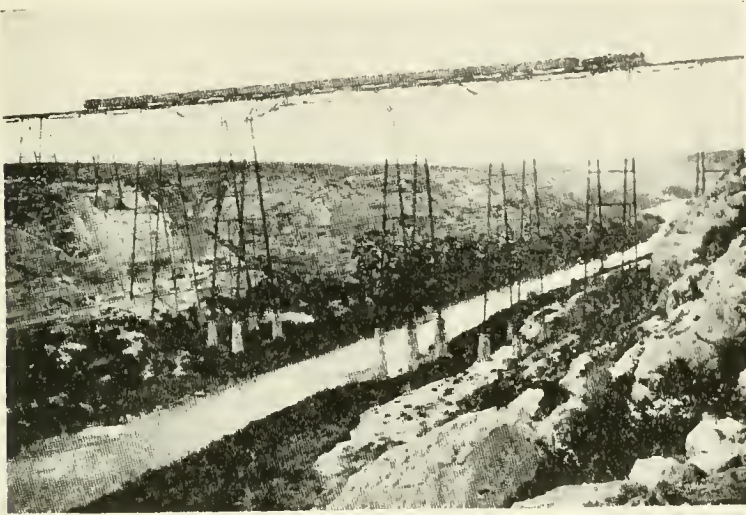
Weatherford has exhibited much enterprise not only commercially but in the upbuilding of institutions, and besides its public schools has one denominational institution conducted by the Methodist Church, the Weatherford College for boys. The city has a large list of general business establishments, water works, electric light and natural gas plants, fifty miles of graveled streets, a city hall and federal building, flour mills, machine shops, and grain elevators, several wholesale houses, a large and successful sanatorium in the capacious brick buildings of the quondam Fairmont Seminary, and despite its proximity to Fort Worth controls the trade of a large district. Next to Weatherford one of the oldest villages in the county was Veale Station, which before the coming of the railroad ranked next to the county seat in importance, but is now almost extinct. The principal towns at present outside of Weatherford are Springtown, Poolville, Peaster, Whitt, Millsap and Aledo, all of which have banks, independent school districts, and are the commercial and social centers of surrounding rural communities.

In 1870 the aggregate assessment values in Parker County were \$1,511,975; in 1882, \$3,653,138; in 1903, \$7,187,955; in 1913, \$13,486,760; and in 1920, \$14,748,820. In 1910 the Federal census enumerated 3,634 farms in Parker County, as compared with 3,529 farms in 1900. The total area of the county is 560,000 acres, of which 510,753 acres were included in farms or ranches, and about 215,000 acres in "improved land." While nearly half the county is now cultivated and the old-time ranches have almost disappeared, the county raises more stock with a greater aggregate value than it did twenty-five or thirty years ago. The stock interests at the last enumeration were reported as follows: Cattle, 22,280; horses and mules about 14,450; hogs, 13,500; goats, 1,030. In 1909, 89,871 acres were planted in cotton, 47,876 acres in corn, 9,524 acres in hay and forage crops, 4,070 acres in wheat, 1,332 acres in oats, about 1,150 acres in potatoes, sweet potatoes and other vegetables; about 144,000 trees were enumerated in orchard fruits, and about 7,000 pecan trees. Dairying is an industry of increasing value and much cream is shipped from Weatherford. Diversified farming is no longer in an experimental stage in Parker County, and many of the most successful men divide their cultivated acreage among four or five crops. The growing of fruit, especially peaches, is becoming valuable, and the county has gained special fame through its watermelons and cantaloupes. Many watermelons are shipped from this county weighing over a hundred pounds each, and at the St. Louis World's Fair a Parker County melon was awarded first prize for size. The truck crops of Parker County to a large degree are shipped West, even as far as El Paso. Much attention is paid to terracing and advanced methods of agriculture.

PECOS COUNTY

Pecos County was a part of Presidio County until 1871, when about 11,000 square miles of territory bordering on the Pecos River was made into one county, and a county government organized in 1872, the county seat being old Fort Stockton. Fort Stockton was established about 1859, and for many years it was one of the isolated outposts in

the extreme western part of Texas, and the duties of its garrison were chiefly in patrolling a country sparsely inhabited by Indians and Mexicans and in furnishing protection to the stages and other travelers along the highways that converged to this point from the East and passed on through El Paso to the Pacific Coast. The early settlers of the county were practically all Mexicans, and it is said that the first irrigation practiced in the county was by Mexicans, who as late as thirty years ago cultivated irrigated land with the primitive wooden plow. In 1883 the northeastern end of Pecos County was detached to form the County of Reeves, and in 1905 the southern end became Terrell County. Even as thus reduced, Pecos County has an area of about fifty-five hundred square miles. Except in the western and southwestern parts its area is a level plain, covered with stunted desert vegetation.



THE GREAT PECOS VIADUCT

The population of Pecos County in 1880 was 1,807, about three-fourth of whom were Mexicans, and population of course was distributed over what is now Reeves and Terrell counties. The population in 1890 was 1,326; in 1900, 2,360; in 1910, 2,071; in 1920, 3,857, including about 300 Mexicans. Pecos County had no railroad until 1912, when the Kansas City, Mexico & Orient was completed through the county, with a station at Fort Stockton. During the last ten years Fort Stockton has exhibited a vigorous growth, chiefly due to the irrigation enterprises developed in that vicinity, and since the coming of the railway its growth has been very rapid. The location of Fort Stockton as a military post was chosen on account of its proximity to some of the most remarkable springs in the world. These springs, known as Comanche Springs, constituting the source of Comanche Creek, have a steady and unfailing flow of about fifty-five million gallons of water every day, and besides furnishing abundant supply for

domestic purposes, these springs are the source of a great irrigation system now adequately watering approximately 8,000 acres of land. This development has all occurred in the past ten years, and by irrigation methods have been produced large crops of alfalfa, the grains and fruit. Fort Stockton fruits are of specially fine quality, and it is said that grape culture was first attempted by the soldiers at the old fort, and the results demonstrated in earlier years have since caused a number of land owners to set out extensive vineyards. In the northern corner of the county along the Pecos River, a large amount of land has been brought under irrigation in recent years with water obtained directly from the river and from the reservoirs. While irrigation was practiced many years ago for the raising of garden crops, it has been placed on a commercial basis only within the last two or three years, and as yet the extensive plant has only been partly developed, and it remains for future years to determine the rank of Pecos County among the agricultural sections of Texas. In 1909 the Federal census credited the county with about 2,300 acres of irrigated farm lands. With the exception of the irrigation district at Fort Stockton and along the Pecos River, the entire county is given over to large ranches and pastures. The total area of Pecos County is 2,645,760 acres, and while the census estimated over 2,000,000 acres included in farms and ranches, only 6,524 acres were classified as "improved land." The live stock interests comprised 108,577 cattle; about 4,200 horses and mules; 78,183 sheep; and 8,479 goats. The enumeration in 1920 showed 62,410 cattle; 4,697 horses and mules; 63,130 sheep; 10,620 goats. The valuation of property in Pecos County in 1903, before Terrell County was set off, was \$4,168,579; in 1913, \$8,072,010; and in 1920, \$9,256,365.

FORT STOCKTON

Fort Stockton, county seat of Pecos County, is located almost in the county's center, on the Kansas City, Mexico & Orient Railway. It has a population of 1,297. Its altitude is 3,050 feet. There is a high school with eleven grades and a corps of fourteen teachers. Students may matriculate into state universities. There are school autos for students in rural districts.

Waterworks, electric power, ice plant and telephone system—all are private companies. There is an election pending to vote bonds for municipal waterworks system.

An inexhaustible supply of pure water is obtained at depths ranging from 50 to 200 feet. Comanche Springs make a daily flow the year round of 55,000,000 gallons. These springs supply a municipal bathing pool, with the waters registering seventy-one degrees, January and July.

In regard to the climate the temperature is rather mean, winter fifty; summer, seventy-seven. Atmosphere dry, healthful and delightful—nights always cool.

The environments in Fort Stockton are very desirable, as the laws are sedulously enforced. Gambling, drinking and other phases of immoralities are conspicuously absent. It is in all respects a family town.

PARMER COUNTY

All of Parmer County was included in the princely domain of the Capitol Syndicate Ranch, comprising 3,000,000 acres of land granted by the state in the early '80s as payment for the erection of the splendid State House at Austin. This ranch also included one-eighth of the area of Bailey County, and half of Lamb County. Only in recent years has there been a gradual breaking up of this vast tract, and its corporate ownership and management furnishes an obvious explanation for the late development of Parmer County as compared with other neighboring sections of the great Panhandle district. The Pecos & Northern Texas Railway, a branch of the Santa Fe, was constructed across the county from northeast to southwest during the year 1898. In other counties the advent of the railroad has been accompanied by an immediate influx of settlers and a rapid development of agricultural resources. However, Parmer County, which in 1890 was credited with a population of seventy, in 1900 had only thirty-four inhabitants enumerated by the census, and only within the present decade has there come any considerable number of settlers. Population in 1910 was 1,555, and in 1920, 1,699. Under such conditions no county government was instituted until 1907, and except as a great cattle range Parmer County has been unimproved until within the last decade.

The surface of the county is a level plain and absolutely treeless except where settlers have planted small groves of fruit and other varieties. In 1900 one corporation owned all the land, so that only one farm was enumerated. By 1910 the number of farm was 161. Along the railway the cattle syndicate established several railway stations, at Black, Friona, Parmerton, Bovina, which has enjoyed distinction as being one of the largest cattle shipping stations in the state, and at Farwell, just across the state line from Texico, and established as the county seat at the organization of the county.

The assessed valuation of property in Parmer County in 1912 was \$4,792,839. The total area of the county is 577,280 acres, of which the last census reported 116,083 as included in farms, and about 38,000 acres as "improved land," compared with only 350 acres in cultivation in 1900. The census enumerated 2,904 cattle, about 950 horses and mules; and 8,716 sheep. In 1920, cattle was enumerated as 22,250, horses and mules, 14,450. The crops in 1909 were kaffir corn and milo maize, 4,907 acres; hay and forage crops, 7,230 acres; wheat, 1,948 acres; and corn, 232 acres.

The assessed valuation of the county for 1920 was \$6,500,000, while in the past five years the number of farms have increased 100 per cent and the wheat and corn acreage has been multiplied ten fold, so that Farwell is now one of the largest grain shipping points in extreme West Texas.

While the county seat has a population of less than 1,000 at the date of this writing, December, 1920, it is the business center of a very prosperous community, having a high school of the first class, several churches, one bank, with average deposits of \$250,000, and a large factory for the manufacture of tires and casings, as well as the assem-

bling of automobiles. It is the gateway to New Mexico from the east, and four great automobile highways converge at this point to carry the overland motor traffic to Western and Southwestern points.

POTTER COUNTY

The chief city and business metropolis of the Panhandle is Amarillo, the county seat of Potter County. The Fort Worth and Denver City Railway was completed across the Panhandle in 1888, with a station at Amarillo. During 1887 the Southern Kansas Division of the Santa Fe had been built into the Panhandle from another direction, with its temporary terminus at Panhandle City, thirty miles northeast of Amarillo. A little later this road was extended to Amarillo, and in 1901 on to the southwest through the purchase of the Pecos Valley & Northeastern Railway. Within ten years following the Santa Fe had extended its lines southward from Amarillo through Western Texas and had completed its line westward to a connection with its main line in New Mexico, near Albuquerque. In 1903 the Choctaw, Oklahoma & Gulf Railway from Memphis, Tennessee, crossed the eastern boundary of the Panhandle and gave a third railway line to Amarillo. This line was immediately made a part of the Rock Island system and in 1910 was continued westward to a connection with the transcontinental line of the Rock Island through New Mexico. These railroads, which have been such prominent factors in the development of all the Panhandle country, have been of especial benefit to the development of Amarillo, giving that city a location on several transcontinental lines and making all the Panhandle country and Eastern New Mexico tributary to this distributing and market point, in a territory of 60,000 square miles.

Until the coming of the first railroad the Panhandle cattlemen had hauled all their supplies from Trinidad in Colorado or from Colorado City on the Texas & Pacific Railway. Closely settled communities were impossible under such conditions, with the source of necessary supplies several hundred miles away; but with modern transportation population came into the Panhandle in sufficient numbers to found towns and organize communities, to establish schools and churches, and provide all the facilities which are common in a well settled country. Another factor, not previously noted, which was important in favoring the settlement of the Panhandle, was the land law, which went into effect in July, 1887. Although the people complained of the delay in the classification of the land and what they considered the arbitrary powers given to the Land Commissioners, no serious trouble arose that time could not adjust. The homeseekers that came in with the railroad found they could obtain school and state lands on liberal terms—forty years' time and five per cent interest. A large proportion of the settlers in Northwest Texas during the '80s possessed insufficient money to establish permanent homes and carry on successfully farming in a new and dry country.

In consequence, when the dry years and the financial stringency of the '90s followed, there was a general exodus from the Panhandle, and only a nucleus of the pioneer stock remained to reap the rewards of later development. Since that time the limitations as well as the possi-

bilities of the Panhandle have been realized. Instead of subjecting the country to the sort of farming pursued in the well-watered regions of the state, agriculture has been conformed to suit the country, crops adapted to the soil and climate, and settlers have sought to understand the real nature of the country they have chosen as home. Thus during the past ten or fifteen years the immigration has been of a better class than the Kansas and Oklahoma boomers of the '80s and '90s. The landseekers of that time were largely a drifting population, without the anchor of property or provident industry, and a single crop failure or any difficulty caused them to pull away from their temporary moorings and drift, oftentimes in a starving condition, back to the more settled communities from which they had come. It has been well said that the first wave of population in a new country is speculative, and therefore less stable than those that succeed. Evidence of this is found in the fact that in spite of the dry conditions that have prevailed in Northwest Texas for several years, the county as a whole has made progress, has increased in population and wealth, and there has been nothing resembling the general exodus which occurred during the '90s. This region in the past ten or fifteen years has developed from the "Cow Country" of former years into one of the greatest wheat and grain raising sections in the United States, producing in 1919 and 1920 about 25,000,000 bushels of wheat annually, with a production of other grains equal in value. The estimated production of the Panhandle from agricultural sources in 1920 was about \$300,000,000. Being the distributing and financial center of this territory, Amarillo has reaped a large benefit from these conditions.

Outside of Amarillo and its suburban territory Potter County has had the same general characteristics of development as other adjacent counties. The northern part of the county is traversed by the Canadian River, and most of this consists of the broken grazing land characteristic of the Canadian brakes. At this time there are numerous farms in this section of the county, but a large part of it is given over to large ranches. It is in this section of Potter County, north of the Canadian River, that an immense field of natural gas has been developed. At this writing the gas production is about 400,000,000 cubic feet per day. This gas has been piped to the city of Amarillo and forms the basis of great expectations in the way of industrial development for the city. Fully four-fifths of the entire population of the county is concentrated in Amarillo. Population of the county in 1880 was only 28; in 1890, 849; in 1900, 1,820; in 1910, 12,424; and in 1920, 16,910. The valuation of the property in the county in 1903 was \$1,615,559; in 1913, \$12,577,135; and in 1920, \$17,557,716.

Owing to the fact that less than one-half of Potter County is classed as agricultural land, and as evidenced by the fact that outside of the city of Amarillo there are only about 1,500 people in the county, this county does not rank high in agricultural production. At the present time (1920) there are only about 150 farms in the county, although a very considerable portion of the large ranches is devoted to raising feed crops. The total acreage of Potter County is 597,760. In 1910 there were 29,000 acres of land in cultivation. In 1920 there

are 50,000 acres in cultivation. The 1920 census shows in the county 1,460 horses and mules, 15,200 head of cattle, and other live stock, including hogs and sheep, 1,200. The last assessor's reports shows in Potter County 25,000 acres in wheat, 5,000 acres in oats and barley, 5,000 acres in forage crops and 15,000 acres in kaffir and maize.

AMARILLO

Amarillo for a number of years has been one of the most progressive small cities in Texas. Its importance as a railroad center has already been noted, and its standing as a distributing point is indicated by its volume of wholesale trade, amounting to \$20,000,000 annually. The increase in population during the last thirty years has been: In 1890, 482; in 1900, 1,442; in 1910, 9,957; and in 1920 the city has 15,494 population. Amarillo has a commission form of government, with city manager, has several miles of paved streets, a sanitary sewer system, the modern public utilities of gas, electric light, water works, and since 1906 has had street car service. The largest item in the city's prosperity is its railroads, and as a division point on the three principal lines the different railway companies contribute about \$3,000,000 in salaries and wages to the local population. The position of Amarillo as the center of the live stock business of the Panhandle has remained unchanged since the early days of the '80s and '90s, when this was the largest cattle shipping point in the world. The financial interests of those engaged in the cattle business is still centered here, and the Western Stock Yards Company contributes largely towards making Amarillo a good live stock market.

Amarillo has one of the largest flouring mills in Texas, and there are several elevator companies here, likewise owning elevators in all of the principal grain shipping points in the Panhandle.

The wholesale and jobbing interests of Amarillo are very large, including almost all lines of merchandise and distributing warehouses for all the leading manufacturing and agricultural implements. The great packing and food products corporations also have distributing houses here.

The standard lines of industries and manufacture are also represented by the various laundries, creameries, sash and door factories, mattress factories, planing mills, etc.

Amarillo is the site of the Federal District Court, the Court of Civil Appeals of the Seventh Judicial District of Texas, the State District Court, the United States Weather Bureau Service, headquarters of the Live Stock Buyers and Sellers Association and has one of the eleven first-class post offices of the state, the resources of its six banks aggregate more than \$13,000,000 and there are more than a quarter of a million dollars invested in public school property. The state also has two or three preparatory and business schools, one large hospital, and a bond issue has been authorized for a \$220,000 county hospital and a \$500,000 city auditorium. The post office, United States courts, revenue collectors and other United States officers are housed in the Federal building erected here by the Government. Postoffice receipts for the year 1919-20 were \$121,722.30.

The early history of Amarillo has as its central figure a prominent Texas business and cattle man, Henry B. Sanborn. Mr. Sanborn was at one time associated with the inventor of barbed wire, and had the distinction of introducing that fencing material, against the prejudices of stockmen, into Texas, where it is now almost the sole form of fencing over the entire western section of the state. Early in the '80s Mr. Sanborn bought a large tract of more than a hundred thousand acres in Potter and Randall counties, and in 1882 enclosed the area with a wire fence of four strands. That was one of the first fenced pastures of any size in the Panhandle. After the construction of the Fort Worth & Denver City Railway, passing through the Sanborn ranch, the townsite of Amarillo was laid out on the east side of the Sanborn property. The first location was about a mile west of where the town now stands. The county voted about thirty thousand dollars to build a courthouse, and in a short time about a thousand people had located in that vicinity. Mr. Sanborn, in spite of the courthouse, was not satisfied with the location of Amarillo, and exhibited a remarkable degree of enterprise in establishing the town on his own land and at a site he deemed more eligible. According to the Texas laws the county seat, once located, could not be changed for five years. Unable to secure the immediate removal of the courthouse, Mr. Sanborn proceeded to appropriate practically all the rest of the town, first building an expensive hotel on his site, putting up houses, laying out streets, introducing many improvements, and employing every legitimate means to influence the merchants and the residents of old Amarillo to come to his place. Gradually the old town became deserted except for the courthouse, and even the county officers lived in the new town and walked a mile each day to attend to their official duties. After the expiration of the five-year period the courthouse, too, was moved to Mr. Sanborn's site, and thus ended one of the most interesting town site wars in the state.

PRESIDIO COUNTY

Presidio County, formed in 1850, for a number of years comprised the greater part of the Trans-Pecos region of Texas. In 1871 Pecos County was set off, and in 1887 Brewster and Jeff Davis counties were created, leaving its present area of about twenty-five hundred square miles. The county was organized in 1875, and Fort Davis was the county seat until 1887, and after the creation of Jeff Davis County a county government was established at Marfa, on the line of the Southern Pacific Railway, which was constructed across the north end of the county in 1880. The northern part of the county consists of high, rolling, treeless plains, but a large part of the area is mountainous and there are very few streams of running water. The mountainous districts are chiefly noted for their mineral deposits, and the stock raising industry is confined to the plains region in the northern part. About thirty years ago efforts were made to develop the silver deposits in the southern part of the county, near Shafter, and the Presidio mine in that vicinity has been in successful operation for over twenty years and is the principal metal producer in Texas. In 1911 Texas produced silver to the value of over two hundred thousand dollars, and a large part of it came from Presidio County. The town of Shafter is off the railroad.

and is a mining camp, with several hundred inhabitants, most of the labor being performed by Mexicans. The oldest town in the county is Presidio, located on the Rio Grande, and which has long been a port of entry and the site of a custom house. Marfa, the county seat and chief town, has a population estimated at about seventeen hundred, is a distributing point for most of the country to the South and North, and is also noted as a health resort, having an elevation of nearly five thousand feet. For many years most of the supplies for Fort Davis, Shafter and other points along the Rio Grande have been hauled out of Marfa by wagon train.

Agriculture is as yet in its infancy in Presidio County, and has been largely confined to small patches along the Rio Grande, operated by Mex-



PRESIDIO COUNTY COURT HOUSE

icans with small irrigation plants. Recently a dam has been constructed across Alamita Creek south of Marfa, and with the accumulation of flood water it is estimated that about 12,000 acres may be put under cultivation. At the present time the amount of irrigated land in the county is about 1,000 acres, and experiments have proved that alfalfa, wheat and fruit are profitable crops under irrigation. For many years the county has supported large herds of cattle, sheep and goats, and the raising of goats and sheep is increasing, with Marfa as the market for wool and mohair. Besides its silver mines Presidio County has undeveloped deposits of copper and lead, and great quantities of excellent marble.

The population of Presidio County in 1870, when its territory still included all that part of the Trans-Pecos region except El Paso and Culberson counties, was 1,636; in 1880, before Jeff Davis and Brewster counties were set off, 2,873; in 1890, 1,698; in 1900, 3,673; in 1910, 5,218, including about 3,000 Mexicans; in 1920, 12,202. The value of

taxable property in the county in 1903 was \$2,827,572; in 1913, \$5,762,793; in 1920, \$7,109,421.

The total area of the county is 2,439,680 acres, and about a third was included in farms or ranches at the time of the last census. The amount of "improved land" was about 7,000 acres, compared with about 2,500 acres in 1900, and the number of farms was 186 in 1910. Forty-three of these farms were irrigated, and in 1909 the acreage irrigated was 855. The livestock enumerated was 49,191 cattle; about 4,400 horses and mules, and 4,197 goats; in 1920, 62,896 cattle; 3,739 horses and mules. In 1909, 601 acres were planted in corn; 504 acres in wheat; and 479 acres in hay and forage crops.

RANDALL COUNTY

Located on the northern edge of the Staked Plains region, and just south of the Panhandle metropolis, Amarillo, Randall County's territory was opened to settlement with the building of the Forth Worth & Denver City Railroad in 1888. Its area is level except where broken by the Palo Duro Canyon and the Tierra Blanco Canyon, and its most dependable water supply is obtained from underground. Formerly the livestock industry took precedence over all others in this county. Many large ranches are still conducted, but during the last twenty years homeseekers have placed a large acreage under cultivation.

The population of the county in 1880 was only 3; by 1890 there were 187 inhabitants; in 1900 the population was 963; in 1910, 3,312, and in 1920, 3,675. A considerable number of Germans and other European people have found homes in this county. The chief town is the county seat, Canyon City, which in 1910 had a population of 1,400, nearly half the entire population of the county. In 1910 the West Texas Normal was established by the state at Canyon City, and that was the first state institution given to the Panhandle country.

Randall County was organized July 27, 1889. The chief impetus to its development was given in the construction of the Pecos & Northern Texas Railway from Amarillo southwesterly to the New Mexico line, constructed in the year 1898. The substantial growth of Canyon City dates from the coming of that railway, and several other stations have been established along the line. In 1907 a branch of the Pecos & Northern Texas was completed from Canyon City south to Plainview. These two roads, with the Forth Worth & Denver City close to the northern boundary, give Randall County unusual railway facilities.

The total area of the county is 599,680 acres, of which 278,484 acres were included in farms in 1910. The amount of "improved land" in 1910 was about 94,000 acres, as compared with only 8,000 acres in 1900. There were 363 farms in 1910 and ninety-six in 1900. The last enumeration reported 25,914 cattle; 4,875 horses and mules.

The staple crops are the forage plants utilized chiefly in connection with livestock farming. In 1909, 28,682 acres were planted in hay and forage crops; 6,617 acres in kafir corn and milo maize; 5,212 acres in wheat; 1,307 acres in oats; a small acreage in corn and other cereals, and about 7,000 orchard fruit trees were enumerated. The assessed valuation in 1903 was \$1,678,184, in 1913, \$4,617,764, and in 1920, \$4,959,928.

REAGAN COUNTY

Until 1903 Reagan was a part of Tom Green County, joined to the present county by the narrow Panhandle land lying between Irion and Sterling counties. The present county was organized in that year and named for Judge John H. Reagan. The county is a portion of the plains of West Texas, has no running streams, very sparse native timber, and has apparently ample water supply obtained at a distance of from fifteen to two hundred feet underground. Situated about a hundred miles from the nearest railroad, the county has until recently been within the open range district, and the statistics of the livestock industry covered the only important phase of economic development. About 1912, however, the Kansas City, Mexico & Orient Railroad was completed through the southern half of the county, from San Angelo westward. That has already inaugurated a new era for the county. There are two railroad stations. Barnhart and Big Lake, while Stiles, the county seat is located away from the railroad. The population of the county at the last census was 377. The assessed value of property in 1903 was \$735,625; in 1909, \$1,125,316; in 1913, \$1,279,430 and in 1920, \$1,449,534. The last census reported that out of a total area of 685,440 acres, only about two thousand five hundred acres were classified as "improved lands." There were fifty-one farms in the county at that census. Stock interests were enumerated: Cattle, 14,547; horses and mules, 781, and sheep, 7,850. In 1909, 832 acres were planted in kafir corn and milo maize, 452 acres in hay and forage crops, and a limited acreage in corn. A limited amount of land is irrigated from wells.

REEVES COUNTY

In 1883 the northwest portion of Pecos County, including an area of 2,721 square miles, or three times the size of an ordinary county, was set off under the name of Reeves County. A county government was organized in 1884. In 1880 Pecos County, an immense region bounded on the south by the Rio Grande and on the east and north by the Pecos River, had a population of 1,807, three-fourths of whom were Mexicans, and at that time old Fort Stockton was the county seat. During 1881 the Texas & Pacific Railroad was built across the northern part of old Pecos County, and the Southern Pacific across the southern part. Settlement began along the Texas & Pacific, merchants and mechanics and farmers locating here in the midst of what had for some years been occupied solely by stockmen. It was as a result of this settlement that the new county of Reeves was formed. In 1899 the Pecos River Railroad was built north from Pecos City to the New Mexico line, and that road opened up to settlement and development the Valley of the Pecos for many miles. Within the last decade the enterprise of citizens at Pecos City and along the Toyah Valley have constructed a home road known as the Pecos Valley Southern, a distance of forty-one miles and furnishing transportation facilities to the rich and rapidly developing irrigation district along the Toyah Creek.

The population of Reeves County in 1890 was 1,247; in 1900, 1,847; in 1910, 4,392, including about 800 Mexicans. The principal city and the county seat is Pecos City, whose population in 1890 was 393; in 1900,

639; in 1910, 1,856, and in 1920, 1,587. The town of Toyah, on the line of the Texas & Pacific, had a population in 1910 of 1,052 and 771 in 1920.

Reeves County lies in the dry farming and irrigation region of West Texas. The Pecos River forms the entire northeast border of the county, while at right angles and flowing centrally through the southern part of the county is Toyah Creek, the water course of the now noted Toyah Valley. In these valleys during recent years have been undertaken some large projects of irrigation development, besides a large amount of individual farming and stock raising.

The surface of the county is generally level and a large part of the soil is the washings from the mountains, and exceedingly rich. During the last few years considerable acreage has been placed under irrigation in the vicinity of the Pecos River, in the shallow water belt near Pecos City and at Balmorhea and Saragosa, at the foot of the Davis Mountains, where several springs are located. In 1913 it was estimated that about twenty thousand acres were irrigated in the different parts of the county, and alfalfa, cotton, fruits and vegetables, and the usual Texas staples, are all products which have helped to make the Pecos country famous. It is claimed that the grapes and melons raised in this section are the equal if not superior to the California fruits, and the horticulture and truck industry is being established on a commercial basis. Among other resources of the county should be mentioned the Toyah shallow oil fields. A shallow sand struck at 657 feet north of Pecos started a development program in which more than fifty rigs were erected in 1920.

The total area of Reeves County is 1,779,840 acres, and the last census reported 563,033 acres included in farms, while about 16,000 acres were "improved land," as compared with 8,000 acres in 1900. The number of farms or ranches increased from sixty-three in 1900 to 225 in 1910. Nearly all the cultivated land is irrigated, and the amount under irrigation in 1909 was 14,000 acres, divided among sixty-three irrigated farms. In 1909 the chief crops were hay and forage crops, kafir corn and milo maize. The assessment values in Reeves County in 1903 aggregated \$1,342,989; in 1909, \$7,065,548; in 1913, \$8,593,312; in 1920, \$8,286,344.

Pecos City, the county seat, was founded about the latter part of the year 1881, when the railroad was completed. The town was at first located near Pecos River, about a mile and a half east of the present site, to which the town was removed in 1885. It has been the county seat since the organization in 1884. Perhaps the chief charm of the city is its residence section, beautiful home-like places surrounded by pretty lawns and embowered among the cypress-cedar trees which have been imported from California and flourish in this vicinity.

The altitude is about twenty-six hundred feet, and the climate is one of the valuable assets. Artesian wells are found in all parts of the town, and there is a water works plant for the business district, which is not needed in the residential section. A sewer system reaches all sections of the town.

Other public utilities include electric lights and an ice plant. Commercially Pecos City has for years been the business center for a

large section of West Texas, and several of the mercantile firms transact a business that is larger in the aggregate than similar establishments in the large cities of the state.

ROBERTS COUNTY

Lying just west of Hemphill County is Roberts County, which was organized January 10, 1890. The Canadian River crossed the county on the north half, and the Southern Kansas Division of the Santa Fe, which was constructed in 1887, gave the county its first and only railroad. The county seat was located at the little town of Miami, on the railroad, and that is the only town of importance in the county. The surface of the county is composed of considerable broken land along the Canadian River and its tributaries, and elsewhere is composed of plains, and the soil is for the most part a sandy loam. The population of the county in 1880 was thirty-two; in 1890, 326; in 1900, 620; in 1910, 950, and in 1920, 1,469.

Outside of its use by the cattlemen for the past thirty years as a great stock range, Roberts County has comparatively little development, though in recent years the farmers have encroached upon the ranches, and the county is now producing a large total of the staple Panhandle crops. The amount of "improved land" in 1900 was 3,600 acres, and was increased by 1910 to about 18,000 acres. The number of farms and ranches was fifty-nine in 1900, and ninety-three in 1910. The total area of the county is 564,480 acres, of which 557,377 acres were reported in farms and ranches at the last census. The last enumeration reported 39,518 cattle and 1,983 horses and mules. In the year 1909, 4,693 acres were planted in hay and forage crops; 3,039 acres in corn; 1,423 acres in wheat, and 915 acres in kafir corn and milo maize. The valuation of property in the county in 1903 was \$1,118,987; in 1913, \$2,671,554; in 1920, \$3,696,803.

MIAMI

Miami is the county seat of Roberts County and has a population of 1,000. It has one of the best courthouses in this portion of Texas, erected in 1912. There are four grain elevators, two banks, the Bank of Miami, unincorporated, and the First State Bank of Miami. Both are strong and flourishing institutions. It has a high school which maintains full affiliation with the University of Texas; four churches, Baptist South; Methodist Episcopal, South; Presbyterian, U. S. A.; and Church of Christ.

RUNNELS COUNTY

This was one of the West Texas counties which shared in the phenomenal increase of population and the development of resources during the first decade of the present century. That rapid growth has not been continued in the last three or four years, owing to the continued dry weather conditions that have prevailed over most of Texas, but the county has done well to maintain the level of prosperity attained in previous years. When the first official census was taken of Runnels County its population, in 1880, was only 980, including fifteen negroes. Population grew by 1890 to 2,193; by 1900 to 5,379; and by 1910 to 20,858, showing nearly a quadruple gain; in 1920 the population was

17,074. While the great bulk of the population is native American, Germany, Austria and Mexico have contributed a substantial number of their people. The progress of the county is also well illustrated in figures taken from the tax assessment. In 1881 taxable property was assessed at \$665,077, nearly half being represented by livestock; in 1903, \$4,188,000; in 1909, \$10,571,775; while valuation showed a small decrease by 1913, the figures being for that year \$10,167,342; in 1920, \$10,411,980.

Runnels County was one of the counties laid out by the legislative act of February 1, 1858, being named in honor of Governor Runnels. The county was not permanently settled for twenty years afterwards, and was finally organized in 1880. On Oak Creek, just beyond the west boundary of the county, Fort Chadbourne was established in the '50s, and was garrisoned by federal troops until the Civil war. Under this protection a few settlers had located in Runnels County, but they were traders or wandering stockmen, and during the troublous times of the war decade the county was practically abandoned.

During the '70s the cattlemen took possession of Runnels County, driving the buffalo before them and establishing their camps all along the Colorado and its tributaries. By 1880 the Texas and Pacific Railroad had been built through Abilene, about twenty-five miles from the county, and for many miles on both sides of that route, the stockmen and settlers began permanent occupation.

At that time agriculture had hardly been attempted, merely enough to test the productiveness of the soil. When the county was organized the place selected as the county seat was given the name Runnels. In 1886 the Gulf, Colorado and Santa Fe Railroad was built through the county, and the town of Ballinger, founded on this line, soon afterwards became the county seat and has since been the metropolis of the county. The county had no other railroad for more than twenty years. In 1909 what was known as the Concho, Llano & San Saba Valley Railroad was constructed a distance of seventeen miles from Miles to Paint Rock in Concho County and is now operated as a branch of the Santa Fe. During 1910-11 the Abilene & Southern Railway was finished from Abilene to Ballinger. In 1882 the county had about 42,000 cattle; 30,000 sheep, besides other stock. Since the '80s the county has changed from an exclusive range to a well diversified farming country. In 1903 over 15,000 bales of cotton were raised in the county, and Ballinger claimed to have the largest wagon receipts of cotton among all the cities of Texas, 54,000 bales having been brought into town in 1909 over the country roads. In the meantime the number of livestock has decreased, although the values under conditions of modern stock farming are greater than thirty years ago. The report of the last federal census was based upon conditions existing in 1909-10, at the climax of the county's modern development. That report showed 2,526 farms in the county, as compared with 669 at the preceding census. Of a total area of 623,120 acres, the greater part was occupied in farms and ranches, and about 232,000 acres were "improved land," by comparison with approximately 48,000 acres in 1900. Figures representing the livestock interests were: Cattle, 18,315; horses and mules, about 7,180; hogs, 4,110; sheep, 10,610. The acreage planted in cotton in 1909 was 121,957; in kafir corn and milo

maize, 38,458 acres; in hay and forage crops, 12,907 acres; corn, 2,981 acres; a minor acreage in oats and wheat, about 500 acres in potatoes and other vegetables, and with approximately 65,000 trees in orchard fruits and about 5,000 pecan trees. Along the Colorado River about 2,500 acres are under irrigation.

By 1920, 265,500 acres had been improved. Figures representing the livestock interests were as follows: Cattle, 25,000; horses and mules, about 8,500; hogs, 4,110; sheep, 35,000. The acreage planted in cotton in 1920 was 150,000; in kafir corn and milo maize, 50,000 acres; in hay and forage crops, 12,907 acres; corn, 2,981 acres; a minor acreage in oats and wheat, 5,000, about 500 acres in potatoes and other vegetables, and with approximately 65,000 trees in orchard fruits and about 5,000



SCURRY COUNTY COURT HOUSE

pecan trees. Along the Colorado River about 2,500 acres are under irrigation.

BALLINGER

The only important centers of population in 1890 was Ballinger, with a population of 1,128, and in 1910 of 3,536. Other towns are Winters, Miles and Rowens. The formal beginning of the history of Ballinger dates from June 29, 1886, when the first sale of town lots was held. In 1920, Ballinger's population was nearly 4,000, and it was one of the principal trading centers of Coke, Concho and Runtels counties. Among its principal industries were four gins, oil mill, compress and its Creasy Rotary Gin Saw Filer Company. Ballinger has eight churches, two Presbyterian, one Methodist, one Baptist, two Christian, one Catholic, one Episcopalian, all housed in substantial buildings. There are four schools, High School, Grammar and two Ward Schools. The Halley and Love Sanitarium and Nurses Training School is located here. Ballinger has numerous wholesale lumber, grain, grocery and produce houses. Its three banks have resources of about \$2,250,000.

SCURRY COUNTY

This county, lying directly north of Mitchell County, was created in 1876, and was organized June 28, 1884. Until recent years it was without railroad facilities, and the nearest shipping points were Colorado City on the south and still later the railroad towns in Fisher County on the east. The first railroad was the Roscoe, Snyder & Pacific, built from Roscoe on the Texas & Pacific in Nolan County to Snyder, the county seat of Scurry County. In 1911 the Texico-Coleman division of the Santa Fe system was built through the county, giving it a trunk line of railway. Development has been particularly rapid during the last ten years.

Some of the important pioneer facts concerning Scurry County are found in a sketch of W. H. Snyder, after whom the county seat town



SNYDER NATIONAL BANK, SNYDER

was named. In 1877 he opened a trading camp in the county, hauling lumber on wagons from Dallas to build his store and also hauling a good portion of his goods from the same place. He used what was known as trail wagons, with seven yoke of oxen to a team, each wagon having a capacity of 50,000 pounds. Mr. Snyder erected a house in Scurry County and began dealing in general merchandise and supplies for buffalo hunters. Other parties moved into the same locality, and that was the beginning of the town of Snyder. In 1882 Mr. Snyder laid out the town, and two years later it became the county seat. Snyder has had an enterprising citizenship, and ten years ago had an independent school district, four churches, and was an important center for trade. Its importance has greatly increased since the coming of the railway, and in 1910 its population was 2,154. Other towns have sprung up along the railway, the most important of which is Fluvanna, at the terminus of the Roscoe, Snyder & Pacific, and Hermleigh.

The population of Scurry County in 1880 was 102; in 1890, 1,415; in 1900, 4,158, and in 1910, 10,924. The taxable values in 1903, before the railroads were built, were \$2,035,983; in 1913, \$6,440,682. The number of farms in 1910 was 1,424, and in 1900, 586. The total area of the county is 567,680 acres, of which the greater part in 1910 was included in farms or ranches, and about 145,000 acres "improved land" as compared with about 38,000 acres in 1900. The last census reported 24,837 cattle; about 8,900 horses and mules; 5,541 hogs, and 51,670 poultry. In 1909 the acreage planted in cotton was 37,129; in kafir corn and forage crops, 7,603 acres, and in corn, 2,573. About thirty-one thousand orchard fruit trees were enumerated.

SNYDER

County Seat of Scurry County. Snyder is in the seventh county on a direct line west of Fort Worth. Population 2,500. Assessed city valuation of \$2,000,000. Served by the Santa Fe and R. S. & P. Railways. Municipal water and sewer systems, electric power, ice and cold storage facilities. Macadamized business center. Large business section with three banks of combined resources totaling \$2,000,000. Five churches; three two-story brick schools with perfected plans for a modern \$75,000 High School Building. Cotton compress and cotton-seed oil mill; four cotton gins.

SHACKELFORD COUNTY

Situated on the upper courses of the Brazos River, Shackelford has long been regarded as one of the best watered counties in Western Texas, and was therefore an attractive range for stockmen. The stock interests have always predominated, and while agriculture has made much progress during the last twenty years, only a limited area, compared with the total surface of the county, is in cultivation. The live-stock reported at the last enumeration was: Cattle, 21,851; horses and mules, 3,583; sheep, 2,913. Farms enumerated in 1910 were 589, as compared with 251 at the preceding census. The total area of the county is 606,080 acres, with 487,375 acres included in farms or ranches at the last census, but only about 47,000 acres are "improved land," as compared with about 35,000 acres ten years previously. Cotton is the chief crop, 15,519 acres being planted in 1909; 2,699 acres in kafir corn and milo maize, and 4,862 acres in hay and forage crops. The county had a limited number of orchard fruit trees, and about 32,000 pecan trees were enumerated. The mineral resources consist of coal, gas and oil, and have been little developed. Natural gas wells near Moran supply that town with fuel and light.

Shackelford County was created in 1858, but remained without a county organization until 1874. Its population in 1860 was given as forty-four; in 1870, 455; in 1880, 2,037; in 1890, 2,012; in 1900, 2,461; in 1910, 4,201 and in 1920, 4,960.

The first important factor in the county's settlement and development was the establishment, about 1867, of Fort Griffin, on the Clear Fork of the Brazos River at the north edge of the county. During the decade or more of its existence, Fort Griffin was the most notorious town

in West Texas, and among the old timers was as familiar a geographical locality as Fort Worth is to the present generation.

It was a military post, a cattle town, and a buffalo hunters' supply and trading place. During the decade of the '70s, while the railroads were being built into North and West Texas and civilization was pressing the frontier westward, the Indians and the buffalo made their final stand, and while the former were driven out so as to no longer interfere with the advance of the white settlers, the latter were practically exterminated by a ruthless slaughter conducted by a large number of organized bands of "buffalo hunters," chiefly for the sake of the profit derived from the hides. The center of the buffalo hunting business in West Texas was old Fort Griffin, it was there that the army of hunters had their rendezvous, they got their supplies of food and ammunition, thither they returned when the hunt was over and the wagons were piled high with the bales of hides, to revel and carouse in what was probably the "wildest and the woolliest" town of Texas. Cattlemen, soldiers and skin-hunters formed a rough and characteristic population, mingled with which were the professional gamblers and whiskey sellers. Fort Griffin was for some years a junction point for two industries. During the '70s it became a main station of the Fort Griffin cattle trail from South Texas, and until the railroad concentrated cattle shipment at Fort Worth, great herds passed to the northern pastures and markets through this old town. At the same time its prestige was increased as the headquarters for the buffalo industry. These two factors, combined with its military post, gave the town unrivaled importance in the territory west of Fort Worth. Its fame and existence were transitory, and now it is hardly recognized as a point in Texas geography. A few sentences quoted from a Fort Worth paper during 1877 will illustrate some phases in the life of the town.

As to its superficial aspect one writer says: "Nothing save a few adobe and picket houses, corrals, and immense stacks of buffalo hides. The post, on the hill a quarter of a mile south, is almost depopulated, one company of negro soldiers keeping garrison. F. E. Conrad's store-rooms, near the post, are the most extensive establishment in the place. There hunters procure supplies and deliver most of their hides. To give an idea of the immensity of his business, imagine a huge, rambling house, of several different rooms, crowded with merchandise; with forty or fifty wagons to be loaded, and perhaps one hundred hunters purchasing supplies. Since the evacuation of the post the business of Griffin depends almost exclusively on the buffalo trade." Another correspondent, in the same year, said: "The military post was located here about ten years ago. This is a frontier town, with all the usual characteristics, but is orderly.

"The picket houses are giving way to rock and shingle-roofed frame buildings, the lumber being hauled from Fort Worth. The buffalo hide industry has reached large proportions, two hundred thousand having been received here last season. Near the town coal deposits have been discovered, and are being worked to supply the local demand." Concerning the life at Griffin at night, he said: "It is a gay and festive place; night is turned into day; the dance and flowing bowl are indulged in

freely, while hilarity and glee range supreme from eve until morning hours. Lager beer is twenty-five cents a glass." That was Fort Griffin in its most prosperous day, but only two years later, in 1879, a visitor said: "Griffin is not the live, bustling place we first knew it, in the palmy days of the buffalo." After the post was evacuated and the killing of buffalo for their hides had ceased as a large and profitable industry, there remained little to attract the various elements of population and business which had made the town so famous on the West Texas range.

Only a few years later, in 1882, the Texas Central Railway was completed to Albany, the county seat, and that remained the terminus of the road until 1899, when it was extended further west. Albany at once became the market town and the point of concentration for most of the stock gathered from the surrounding ranges, and he has since remained the chief center of business and population. There are several other railway stations, and Moran is the only other important town in the county.

In 1882 the assessed value of taxable property in the county was \$1,037,300, of which more than a third was represented by livestock. The valuation of property in 1903 was \$2,391,628; in 1913, \$3,663,204, and in 1920, 4,811,248.

ALBANY

Albany, the county seat, was established in the year 1874, after a hot contest with Fort Griffin for the seat of government, the latter being at that time soldiers' headquarters.

Albany is surrounded by home owners, whose principle income is derived from extensive stock farming, with ranches ranging from one to twenty sections. The town proper consists of home owners, hence the citizenship is of a permanent class.

It has a school of the first class, affiliated with colleges and universities, of some four hundred students and efficient corps of teachers. The building is a modern stone structure, two stories and basement, located on the highest point in town. It has five good church buildings, with active Sunday schools and well attended church services.

The water supply comes from a reservoir located some three miles north, in the hills, covering a space of some thirty acres, and has stood the test of the state chemist, and tested 100 per cent pure. For light and heat it has an ample supply of gas coming from the Moran field in this county, also an up-to-date electric lighting system.

The merchants have neat and attractive stores and have enjoyed a splendid business for years. It has been said of merchandising in Albany that no merchant has ever gone into bankruptcy, for the reason that the citizenship is of the best. Other assets are one up-to-date gin, one elevator and rock quarry. There are two banks, strong financially, having on deposit some one and one-half millions of dollars, both banks being of old standing.

STEPHENS COUNTY

Situated west of Palo Pinto County, Stephens was created in 1858, but remained unorganized until the year 1876. A greater portion of the land was located and surveyed by the Texan Emigration & Land

Company for State University and Asylum lands, and most of the settlers in this county were stock raisers who had squatted on the company and state lands. For many years the county contributed wealth only in proportion as it was used as a range by the cattlemen, but the permanent settlement of the county occurred between 1870 and 1880. In 1880 the Texas & Pacific Railroad was built across the southeastern corner of the county. Lack of transportation has been the chief bar to the development of agricultural and mineral resources. The growing of a cotton crop began during the '70s, and about the same time the coal deposits in the northern part of the county were opened, but the latter have never been developed except for local use. More recently a gas field has been developed near the county seat of Breckenridge. In recent years the underground water supply about Wayland and other points in the county has been tapped, and it is estimated that about 1,000 acres are irrigated. The progress of population during the first half century of the county's existence was as follows: In 1860, 230; in 1870, 330; in 1880, 4,725; in 1890, 4,926; in 1900, 6,466; in 1910, 7,980; in 1920, 15,302. In 1870 the taxable property of the county was assessed at \$182,347 in 1882, \$1,166,676; in 1903, \$2,644,260; and in 1913, \$4,707,071; in 1920, \$18,202,010. The total area of the county is 592,000 acres, the most of which were reported in farms at the last census, and 86,699 acres in "improved land," against about 58,000 acres classified as improved in 1900. There were 1,375 farms in 1910, and 1,049 in 1900. The live stock and agricultural statistics from the last enumeration were as follows: Cattle, 20,013; horses and mules, 4,863; hogs, 4,510. In 1909 the cotton acreage was 28,956; hay and forage crops, 5,343; corn, 3,700; kafir corn and milo maize, 3,541; and a limited acreage in wheat. There were 38,000 orchard fruit trees enumerated, and about 9,000 pecan trees.

The county has developed no important towns. Breckenridge, the county seat, lies in the center of the county and many miles from railroads. Other towns are Caddo, Wayland and Gunsight. As a matter of history it should be noted that when Stephens County was created in 1858 the Legislature gave it the name of Buchanan County. The settlers who ventured into the region before the period of hostilities beginning with the war attempted a county organization in 1860, but the county government was soon abandoned, and, as already stated, the official existence of the county begins in 1876. In 1861 the State Legislature changed the name of the county to Stephens, in honor of Alexander H. Stephens, then vice president of the Confederate states.

BRECKENRIDGE

The growth of Breckenridge within one year from a village of 800 or 900 population to a bustling city of 20,000 is a typical instance of the wonderful changes due to oil discovery and exploitation, changes so rapid and momentous and occurring in so many different places, almost at the same time, that it taxes the historian's ability to keep pace with them. The little village was enjoying a slow and gradual growth, depending upon the surrounding live stock and agricultural

industries, but handicapped by the lack of a railroad, when the discovery of oil in West Texas, with Stephens County in the center of the oil belt, gave Breckenridge an impetus that has since carried it along by leaps and bounds. Pioneers of oil development early saw that Breckenridge would become a center of new and important interests, and, armed with abundant capital, they made the town their headquarters. Having located, they saw opportunities for town development, and thus the ranks of the progressive citizenship of Breckenridge received valuable additions. The railroad has since come, but the early arrivals did not wait for it, they were whirled from the nearest railroad stations by motor cars, they traveled in wagons, they brought supplies and materials in great trucks and they took possession of Breckenridge before the railroad was more than a remote possibility.

By June, 1920, there could be seen from the court house at Breckenridge 500 derricks. Today (January 6, 1921) there are oil wells everywhere. They are in the back yards of residences—many of them; they are on the playgrounds of the schools, and the revenue is helping pay the teachers' salaries. There is an oil well on the Y. M. C. A. block. Even the Baptist Church has one drilling only a few feet away from the tabernacle.

The Breckenridge field, thirty-four miles in extent, has as high as 100,000 barrels a day. Two hundred wells are being drilled in the town and about 1,000 in the entire field.

The coming of the oil produced an abnormal situation in Breckenridge. It tested the resources of the citizens to take care of the crowds. What they did they had to do quickly. At present the town presents the appearance of having been built very rapidly. But the building now going on is of a more permanent character. The schools have been badly crowded and many classes are being held in the different church buildings. The congestion, however, is being gradually relieved.

Breckenridge has a live Chamber of Commerce, adequate banking facilities, two newspapers, the American and the Democrat, and churches of several denominations. It is likely to be a town of good population and large business activities for many years to come.

STERLING COUNTY

Sterling County occupies a district situated about midway between San Angelo, on the Santa Fe, and Big Springs, on the Texas & Pacific, and was originally a part of Tom Green County. It was created March 4, 1891, and organized in June of the same year. The chief stream is the North Concho River, and a tributary is Sterling Creek, named after a frontiersman and Indian fighter. A few stockmen began running their herds in what is now Sterling County during the '70s, and their number increased with the opening up of the western country by the construction of the Texas & Pacific Railway in 1881. In 1910 a branch of the Santa Fe Railroad was constructed a distance of forty-two miles northwest from San Angelo to Sterling City, following the general course of the valley of the North Concho,

and during the past four years there has been a notable migration into Sterling County, with consequent development for which there are few statistics available. In 1903 the valuation of property as returned by the assessors was \$1,276,225; in 1909, \$1,640,300; in 1913, \$2,070,764; and in 1920, \$2,335,302. The only important town is the county seat, Sterling City. In 1900, at the first census after county organization, the population was 1,127; in 1910, 1,493; and in 1920, 1,059.

Permanent development of the county's resources began with the present century, and most of the lands are still open pastures with stock raising the primary industry. In 1910 there were enumerated 135 farms, while the number in 1900 was 86. The area of the county is 606,720 acres, of which a little more than half was occupied in farms at the last census, and about 8,000 acres were "improved land," as compared with about 3,400 acres so classified in 1900. The last enumeration reported 14,752 cattle, 2,142 horses and mules, and 33,786 sheep. The acreage planted to hay and forage crops in 1909 was 2,315; to cotton, 1,626; and to kafir corn and milo maize, 927 acres. There are a number of pecan trees bordering the Concho River, and the last census enumerated about 9,000 of those nut-producing trees.

SUTTON COUNTY

Sutton County was created April 1, 1887, from the county of Crockett, and was organized November 4, 1890. One of the branches of the Llano River crosses its eastern half, and the Devil's River flows across the western end of the county. From an agricultural standpoint the county has made but little progress. The population is sparse, about one person to the square mile, and without railroads and convenient markets for soil products there has been but small encouragement to till the soil. The stockmen in recent years have undertaken the raising of feed stuffs for their cattle, sheep and goats, and irrigation has been confined to the watering of gardens. Conditions in the county are exceptionally favorable for the raising and feeding of sheep and goats, and many thousands graze on the hills and in the valleys.

The population of Sutton County in 1890 was 658; in 1900, 1,727; in 1910, 1,569; and in 1920, 1,599. The property valuation in 1903 was \$1,701,830; in 1913, \$2,966,423; in 1920, \$4,052,175. The total area of the county is 973,440 acres, and the last census reported 786,327 acres included in farms or ranches. A large portion of the county is occupied as leased land, being owned as school land. The number of farms in 1910 was 131 as compared with 93 in 1900. The total of "improved land" in 1910 was 4,750 acres, as compared with about 1,370 acres in 1900. The live stock enumerated included 52,748 cattle, about 5,200 horses and mules, 3,834 hogs, 58,973 sheep and 59,631 goats. In 1920 the enumeration showed 61,360 cattle, 2,415 horses and mules, 99,518 sheep and 81,046 goats. The crops in 1909 were the forage crops, the acreage in hay and similar crops being 1,135; and in kafir corn and milo maize, 622 acres. About 2,000 orchard fruit trees were enumerated.

SHERMAN COUNTY

Though organized with a county government on June 13, 1899, Sherman County was an almost exclusive stock range until the construction of the Rock Island Railroad across its northwest corner in 1901. That brought a large influx of settlers, and from a population in 1890 of thirty-four and in 1900 of 104, the increase during the succeeding ten years gave the county by 1910, 1,376 inhabitants. When the county was organized the courthouse was placed at the old town of Coldwater, which now no longer appears on the map. After the railroad was built the new town of Stratford was established, and was voted the county seat. The population of that town in 1910 was 520, nearly half the total for the entire county. On the state line between the Panhandle and Oklahoma is Texhoma, another town that draws considerable trade from this county.

The valuation of property in 1902 was \$1,266,959, in 1913, \$3,399,211; and in 1920, \$3,419,952. The total area of the county is 598,400 acres, and the last census estimated 255,364 acres to about 89,000 acres in 1910, and in the same time the number of farms increased from eighteen to 165. The livestock enumerated in 1910 was 14,523 cattle; about 2,500 horses and mules; 1,368 hogs, and 4,149 sheep. In 1920 the number of cattle was 24,063; horses and mules, 3,114, and 1,980 sheep. In hay and forage crops, 12,255 acres were planted in 1909; in kafir corn and milo maize, 3,262 acres; in wheat, 2,757 acres, and in oats, 1,218 acres.

SOMERVELL COUNTY

This is one of the smallest counties in the state, with a total area of 117,760 acres. This territory was originally comprised in Hood County, and the new county was created March 13, 1875, in response to a petition from residents in North Bosque and South Hood counties. The Brazos River flows through the eastern half of the county, and the topography is one of rocky hills with many small valleys of fertile lands. Though railroads have circled the county on all sides, it is as yet without rail transportation, and its development has consequently been backward. The soil and climate favor the production of fruit and small crops, but farming and stock raising are still the substantial industries. Almost the entire county is underlaid by a basin of artesian water, and there are several hundred artesian wells in the vicinity of Glen Rose. A recent report of the geological survey states that about thirty thousand acres of the valley lands in the artesian belt are capable of economical irrigation.

The following statistics of development are drawn from the report of the last census. There were 664 farms in the county, as compared with 491 in 1900. Of the total area, 93,616 acres were included in farms, and approximately 39,000 acres in "improved land," as compared with 27,000 acres at the preceding census. There were 3,609 cattle; 2,605 horses and mules; 1,266 hogs. In 1909, 18,956 acres were planted in cotton; 2,156 acres in corn; 1,782 acres in hay and forage crops. About thirty-one thousand orchard fruit trees were enumerated, and about nine thousand pecan trees.

The population in 1880 was 2,649; in 1890, 3,419; in 1900, 3,498; in 1910, 3,931; in 1920, 3,563.

The value of assessed property in 1882 was \$357,567, nearly a third of which was represented by livestock; in 1903, \$692,544; in 1913, \$1,297,755; in 1920, \$1,578,000. Since the organization of the county the seat of government has been at Glen Rose, and there is no other important town in the county.

GLEN ROSE

Glen Rose, the county seat, is unincorporated and has a population of 800 inhabitants. The Paluxy, which runs through the town, is a beautiful rock bottom stream, 300 feet wide and empties into the Brazos River, two miles from Glen Rose. Almost every residence has a flowing well which ranges in depth of from fifty to three hundred feet. There are three strata of water encountered in digging for water; the first is reached from fifty to seventy-five feet and is fine limestone water with no sulphur at all. The next stratum is about one to two hundred feet and is what is called sulphur water, which is very strong and flows with a larger volume than the first one. The third stratum, or what is called Jumbo, is reached from two hundred and fifty to three hundred feet. This is also strong sulphur and warmer than the other two strata. These deep wells will flow thirty feet high above the ground.

The government analysis here of the water is given as more nearly like the waters of Carlsbad, Germany, than any other waters in the United States.

STONEWALL COUNTY

Created in 1886, Stonewall County was organized December 20, 1888. It is in the range of country known as the Southern Panhandle and until the present century the nearest railroad was many miles distant. Its surface is rough, broken and rolling, with many hills and canyons and some wide stretches of level land. Under such conditions the county was available only for stockmen, and the commerce of the towns and the production of agricultural crops are a thing of the present century. In 1880 the population of the county was 104; in 1890, 1,024; in 1900, 2,183; in 1910, 5,320, and in 1920, 4,806. When the county was first organized Raynor was established as the county seat, but in 1889 the county offices were moved to Aspermont. Other places in the county now are Peacock, Swenson and Old Glory. All the towns in the county at present are railroad towns. There is one inland postoffice at Dorris. The county has now three strong and well established banks, the First National Bank of Aspermont, at Aspermont, Texas; the Peacock Bank, at Peacock, and the First Bank of Swenson, at Swenson.

Stonewall County received its first railroad facilities from the Kansas City, Mexican & Orient Railroad built across the southeastern part of the county in 1904. In 1909 the Stamford & Northwestern was built from Stamford to Spur, a distance of about eighty-five miles, giving Stonewall County railroad communication with the railroad system of the state.

Stonewall County is developing into a great cotton feed and small grain country; large quantities of fruit, melons and vegetables are grown.

Some statistics from the last census afford the following view of the county's economic conditions: There were 834 farms as compared with 381 in 1900. The total area is 545,280 acres, of which 400,379 were in farms, about 67,000 acres in "improved land," as compared with about 19,000 acres in 1900. Cattle to the number of 26,466 were enumerated; about 6,200 horses and mules; 2,797 hogs; 21,002 poultry. In 1909, 21,425 acres were planted in cotton, 8,115 acres in kafir corn and milo maize; 3,708 acres in corn and there were about 13,000 orchard trees. In 1903 the assessed valuation was \$1,725,244; in 1913, \$4,210,340, and in 1920, \$5,052,844.

There is some prospecting in the oil industry at present but little development. Stonewall County will gin something like 20,000 bales of cotton this year and abundance of feed of every kind and several thousand bushels of wheat and oats.

The present county officials are: R. J. King, county judge; C. E. Brannen, county clerk; W. B. Bingham, sheriff and tax collector; Miss A. C. Bulloch, treasurer; Miss M. Sudie Abbott, county superintendent; M. N. Davidson, tax assessor; J. F. Lee, surveyor; H. F. Grindstaff, county attorney.

SWISHER COUNTY

Swisher County was organized July 17, 1890. At the census of 1880 only four persons were found residing within its limits, and by 1890 the population was only 100. In 1900 the census reported a population of 1,227; in 1910, 4,012 and in 1920, 4,388. Development has been greatly promoted since the Pecos & Northern Branch of the Santa Fe was built from Canyon City south through Swisher County to Plainview in Hale County in 1907. Up to that time there was little incentive to farming, though most of the ranchers began some ten or fifteen years ago to cultivate a portion of their holdings in the forage crops particularly suitable to the Panhandle, and also to some extent employed windmills to pump water from the abundant underground supply for irrigating their truck patches. While irrigation is still limited, dry farming has accomplished a great deal, and in certain sections, especially in the Valley of Tulia Creek, on the sub-irrigated land, the growing of alfalfa and other crop has proved exceedingly profitable. Along the railroad and within convenient distance of railroad towns there is a rapid increase noted in the amount of land cultivated, but in other sections the grazing of cattle is the chief occupation. When the county was organized the seat of government was located at Tulia, exactly in the center of the county. Before the railroad arrived it was a village of three or four stores, bank, church and other interests and by 1910 had a population of 1,216. Two other towns along the railroad are Kress and Happy.

In 1903 the valuation of property, as indicated by assessment returns, was \$1,000,000; in 1913, \$4,733,747, and in 1920, \$5,248,117. The resource of the county and the progress of ten years are shown in the last census report. At that time there were 510 farms in the county, as compared with 186 in 1900. Of a total area of 574,720 acres, 298,117 acres were included in farms, while 113,000 acres were classified as "improved land," as compared with about 16,000 acres in 1900. In

1920 the number of cattle was 22,409, horses and mules, 5,507. The largest crop was hay and forage, including about 250 acres in alfalfa, the total acreage for 1909 being 22,477; in kafir corn and milo maize, 10,859 acres were planted; in wheat, 4,240 acres; in oats, 2,414 acres; in corn, 2,644 acres. Some 200 acres are now in cultivation, the wheat yield for the year of 1920 amounting to some one and a half million bushels.

TULIA

The county seat of Swisher County has an estimated population at this time of 1,600. It has five churches and a public school building, built in 1907, at a cost of \$18,000. There are five grain elevators, with an estimated capacity for storage of 175,000 bushels. The courthouse building is valued at \$60,000 and there are two banks, four hotels, a foundry and municipally owned light and water systems. Tulia has an abundance of shallow pure water.

TARRANT COUNTY

Tarrant County, with Fort Worth as its chief city, was created by act of the Legislature December 20, 1849, about a year after the establishment of the military garrison at Fort Worth. This act contains some directions as to the location of the county seat, "the place receiving the highest number of votes shall be the place established as the county seat of said county of Tarrant and shall be called Birdville." The county was organized in August, 1850, and the county offices located at Birdville, an old settlement now marked by a few weather-beaten buildings that hardly tell the story of its ambitious struggles to become a metropolis. The rivalry between Fort Worth and Birdville over the county seat was an important chapter in the early history of the county. The act of the Legislature August 26, 1856, ordered an election to be held in the following November to decide among the proposed sites for the county seat, and at that election Fort Worth won by a bare plurality. The election was contested, and finally the Legislature directed that the citizens of the county should again vote to determine the matter. That election occurred in April, 1860, when Fort Worth received 548 votes, over 301 cast in favor of the location at the center of the county, while old Birdville received only four votes out of the total.

Tarrant County until after the Civil war was on the frontier. Its settlement began under the auspices of the Peters colony grant of 1841, and the first settlers came into Tarrant County about 1843-44. A place known as Bird's Fort was in existence as early as 1843, and an important council with the Indian tribes was held there. The establishment about 1848 of Fort Worth and Fort Graham, the latter in Hill County, was the signal for the influx of permanent settlers. In a few years the establishment of other forts further west caused the tide of emigration to move out to the counties west of Tarrant, but the unsettled conditions that began with the Civil war decade and the persistent incursions of hostile Indians beginning about the same time and continuing until about 1870 drove back many of the more western settlers. Indian raids occurred in Parker County as late as 1870, and one or two murders were committed by the Indians in Tarrant County as late as 1865.

At the census of 1850 the white population of Tarrant County was 599, and sixty-five slaves. In 1860 the total population was 6,020; in 1870, 5,788, showing a slight decrease from the preceding census; in 1880, 24,671 (2,160 negroes); in 1890, 41,142; in 1900, 52,376 (5,756 negroes); in 1910, 108,572; in 1920, 152,809. In its agricultural development Tarrant County has shared similar fortunes to those of other North Texas counties, and the early settlers derived their chief income from the grazing of stock rather than from the production of the field crops. In 1858 it was estimated that about sixteen thousand acres were in cultivation in the county. Corn and cotton were the chief crops, but it was soon demonstrated that wheat could also be grown, and at different points over the country were established small mills. Supplies came by long and difficult transportation from the railroad points in South Texas. A short time before the war communication was opened to St. Louis and tributary country by the establishment of the Southern Pacific Mail Route, which ran a line of stages from St. Louis to the Red River, and thence across Northern and Western Texas toward San Francisco.

As the figures of population above indicate, the real settlement and development of Tarrant County began in the '70s, at which time all of North Texas was opened up by the advent of railway lines. The building of the various railroads that now center at Fort Worth is described in the history of that city. Some facts relative to the agricultural activities of the county as they existed in 1882 are quoted in part as follows: "Until within recent years cotton was the chief agricultural product, but now wheat holds the first place, cotton being next in order of value. The soils of the county are admirably adapted to the growth of both, as well as of many other products common to the latitude.

"The rapid development of the agricultural interests of the county and the opening of new farms have operated to greatly reduce the area of grazing lands, and stock raising, as a distinct pursuit, is rapidly giving way to agriculture, though the stock interests of the county are as yet of great importance. Many of the larger herds of cattle have been driven further west, but much attention is being paid to improved breeds, and the aggregate value of livestock has not been greatly diminished." In 1870 it was estimated that the livestock of the county, in round numbers, were 36,000 cattle, 10,000 horses and mules, 11,000 sheep and goats, and about 12,000 hogs.

The agricultural interests of the county, as measured by the statistics of the last Federal census, are detailed as follows: The total area of the county is 577,920 acres, of which 467,411 acres were included in farms in 1910, and 262,228 acres in "improved land." It should be mentioned in this connection that in recent years co-operative enterprise has been directed to the reclamation of lands along the river bottoms, and a drainage district established covering about three thousand acres. The chief crops in 1909 were: Cotton, 75,938 acres; corn, 41,550 acres; hay and forage crops, 9,883 acres; wheat, 7,432 acres; oats, 3,327 acres; peanuts, 1,169 acres, and sweet potatoes, potatoes and other vegetables, about 1,850 acres. The county also has important rank in the fruit industry, about one hundred and sixty-four thousand trees being enumerated in

orchard fruits, and about nine thousand pecan trees. Tarrant is one of the leading counties of the state in the construction of good roads, and besides many miles of graded highways has 300 miles of improved roads, costing about one thousand dollars per mile.

The general progress of the county is also illustrated by aggregates of assessed valuations for different years. The taxable wealth of the county in 1870 was \$1,392,877; in 1882, \$7,300,686; in 1903, \$24,515,220; in 1909, \$84,413,490; in 1913, \$97,696,872; in 1920, \$124,986,000. In this respect the county holds fourth place among the counties of the state, just as Fort Worth is the fourth city in population.

CITY OF FORT WORTH

The figures for the census of 1920 place Fort Worth among the largest Texas cities. The ranking order of the four chief cities of the state, on the basis of population, are San Antonio, Dallas, Houston and Fort Worth. Though population figures are supposed to furnish an estimate of a community's greatness, a more convincing standard consists of the aggregate of material and civic resources.

On the latter basis Fort Worth has for many years presented a varied array of commercial and industrial enterprise that justifies the showing that this is one of the largest cities of the Southwest.

When Fort Worth was first enumerated as a corporation apart from Tarrant County, in the census of 1880, its population was 6,663. During the following ten years there was a gain of nearly 250 per cent, the city having 23,076 inhabitants in 1890. In 1900 the population was 26,668, or a gain of about 16 per cent. In 1910 the population was 73,312. The increase, of more than 170 per cent, was greater than that shown by any other large city of Texas. In 1920 the population was 106,874.

The county is about two-thirds prairie and one-third timber. The Cross Timbers, that novel strip of territory extending from the Arkansas River nearly to the Gulf and about ten miles in width, lies along the entire eastern border of the county. The timber is small and of great variety. The soil in the Cross Timbers is a light, sandy loam productive of all the crops of this section except wheat. Cotton, oats, corn, milo maize and all the vegetable and fruit crops are found in abundance.

Prior to the advent of the railroads the only towns in Tarrant County were Grapevine, Mansfield and Johnsons Station. The latter was named for M. T. Johnson, a pioneer settler, and was a thriving village. It was on the stage route from the East, and did a prosperous business. When the Texas & Pacific Railway was constructed through the county Johnson's Station was supplanted by Arlington, which is now easily the first among the towns of the county. Keller is a substantial, enterprising town on the Trans-Continental branch of the Texas & Pacific, fourteen miles north of Fort Worth. These and other towns in the county are described elsewhere in this volume.

PUBLIC BUILDINGS, ROADS AND BRIDGES

Tarrant County justly claims to have the finest public buildings and the best system of roads and bridges of any county in the state. The Tarrant County courthouse, erected in 1894, is of Texas granite from

Burnett County, and is an attractive and commodious building. It has three stories and a basement, which comfortably cares for all of the county officers, district officers and the Court of Civil Appeals. It cost in the neighborhood of \$500,000 and is easily the finest county building in the country.

The Criminal Court Building provides for the offices of the sheriff, the criminal court and the county jail. It is an imposing three-story structure, with all modern equipment and conveniences.

Tarrant County was the first county in the state to inaugurate a system of public roads with convict labor. It secured the enactment, by the Legislature, of a law providing that short-term convicts might be worked on the county roads. The limitation was that the convicts who were sentenced to the penitentiary for a period less than two years might be so utilized. It soon became a custom of the juries to assess a penalty a little less than two years, by which means men convicted in the Tarrant County courts served their sentences by working on the Tarrant County roads. This compensated in a large measure for the expense incident to their trials.

These roads were constructed with gravel, to a large extent, and extended to all the principal points in the county. There was erected over every stream on every public road in the county a substantial steel bridge.

In 1913 the county voted a bond issue of \$1,600,000 for the construction of roads and bridges in Tarrant County. On the proceeds of these bonds \$600,000 were set aside for the construction of the Paddock Viaduct, across the Trinity, and the Seventh Street Viaduct, across Clear Fork. Both of these structures are of concrete and reinforced steel and are solid and substantial. One million dollars was used in constructing 136 miles of bituminous surfaced roads radiating out of Fort Worth in every direction.

In July, 1920, the county voted another bond issue of \$3,450,000 with which to construct a system of highways, second to none in the state, totaling in number sixty-eight, with a gross mileage of 375 miles. To this fund the Federal Bureau of Public Roads, through the State Highway Department, allotted to Tarrant County \$375,000, which is to be expended on the two state highways, known as the "Bankhead Highway," running east and west, and the "Meridian," running north and south through Tarrant County. In addition to these two highways, which are to be constructed with federal and state aid, there are three other roads, one leading to the southwest, from Fort Worth, another to the southeast, from Mansfield to Waxahachi, while the third leads from Fort Worth to Denton.

In order that these highways may be eligible for both federal and state aids, they are being planned to meet every requirement of both the United States Bureau of Public Roads and of the State Highway Department of Texas.

A minimum width of sixty feet will be provided as a right of way; a minimum roadway of twenty-eight feet in width; a minimum surface of eighteen feet in width; a maximum gradient of four per cent; a

minimum curvature of 500 feet radius, and in accordance with plans already approved by the federal and state departments.

It is estimated that it will require from two to three years to complete this work; and that, when it is accomplished, Tarrant County will be able to boast of a county highway system second to none in the South.

Mr. R. V. Glenn, a member of the American Society of Civil Engineers and of the American Association of Engineers, is in charge of the work.

When the county seat controversy was being waged the citizens of Fort Worth entered into an agreement that if the county seat was removed to Fort Worth the citizens of the town would erect a courthouse without expense to the taxpayers of the county. A bond to this effect was entered into, which was signed by David Mauch, Thomas O. Moody, Lawrence Steele, M. T. Johnson, Julian Field, E. M. Daggett and M. J. Brinson. Other signers of the guaranty were the following: A. C. Coleman, John Kidder, Joe Purvis, Geo. Kidder, J. S. Henley, J. W. Chapman, G. P. Farmer, J. P. Loving, L. J. Edwards, Francis Knaax, J. W. Connor, J. N. Petty, W. A. Henderson, B. P. Ayres, Abe Harris, W. D. Connor, A. G. Davenport, A. D. Johnson, S. Gilmore, Wm. Moseley, W. M. Robinson, A. Goehenant, N. Terry, W. B. Tucker, E. Wilburn, Paul Isbell, G. T. Petty, P. E. Coleman, C. M. Peak, W. L. Brazendine, L. Steele, Jack Inman. A contract was entered into with David Mauch for the construction of the courthouse in January, 1859. Work was inaugurated at once, but the tocsin of war was sounded before its completion and work was suspended and the building was never completed. Sufficient work was done to justify its occupancy, but the floor was never laid or doors hung on the lower story.

This building was destroyed by fire on March 29, 1876, and all public records burned.

Prior to the fire the law firm of Hanna & Hogsett had made an abstract of the land titles of Tarrant County. Subsequently an act was passed by the Legislature of Texas providing that this abstract should be prima facie evidence of title, and every one was importuned to have his deed recorded, which was done.

In 1877 the contract was let to Messrs. Thomas & Werner for the construction of a new courthouse at a cost of \$65,000. This building was constructed of surface stone gathered on the prairies in the vicinity of Fort Worth.

In 1893 the county, by practically unanimous vote, voted a bond issue of \$500,000 for a new courthouse, and the present handsome, commodious and substantial building was erected. It is claimed to be the finest county building in the entire country. It is constructed of gray granite from the granite mountains of Burnett County, trimmed with Texas marble from the same county and finished with the wood from the forests of Texas. It is claimed that the copper roof, glass in the windows and hardware are the only materials used in the construction of the building that are not products of Texas.

EARLY SETTLEMENT

There is great divergence of opinion as to the location of the first settlement in Tarrant County, but the preponderance of testimony seems

to favor Johnson's Station on the east line of the county. It was named for M. T. Johnson, who first settled there, afterwards moving to Fort Worth.

The largest early settlement was at Birdville, the first county seat. The pioneer settlers there were George Akers, J. W. Elliston, L. G. Tinsley, John York, the first sheriff of the county; Seabourn Gilmore, the first county judge; Sanders Elliott, Ben P. Ayers and William Norris. Norris and Ayres donated the land for the first county seat.

Prior to the advent of the railroads the towns in Tarrant County were small and relatively unimportant. The three larger towns were: Mansfield, Johnson's Station and Grapevine.



GRUBB'S VOCATIONAL COLLEGE, ARLINGTON

When a railroad was constructed through Tarrant County it passed about three miles north of Johnson's Station and the town of Arlington was established.

There were also the hamlets of Oak Grove, Dido, Double Springs, Bedford and Miranda. All of these have been supplanted by other towns being stations on the railroads, among which are Crowley, Handley, Everman, Kennedale, Kellar, Benbrook and Saginaw.

ARLINGTON

Arlington is the most prosperous of the above named towns. A tract of land was donated to the railroad and a town lot sale was held on July 26, 1876, at which time twenty-two lots were sold, aggregating \$1,738.50. J. A. H. Hosack was the auctioneer and C. H. Erwin, an engineer, represented the railroad company.

The town now has a population of 4,987 people, according to the last census, but the actual population will probably reach 5,500.

The citizenship of Arlington is of the most enterprising and public spirited to be found in any town of its size in the country. The broad, well kept streets, wide sidewalks and substantial public buildings all testify to the public spirit of the people.

The town has a commission form of government, with W. H. Rose as mayor, four commissioners and J. I. Carter, city secretary.

The assessed valuation for the year 1920 was \$2,225,000. It has a splendid system of water works and electric lights, proving it to be a wide-awake and up-to-date municipality. There are two state banks, with a capital of \$50,000 each, and deposits aggregating nearly \$700,000; two commodious, substantial public school buildings. The Arlington schools stand A1, admitting the graduates to the Texas University without examination. The churches are all commodious and substantial buildings, well supported and attended.

The principal public institution is Grubb's Vocational School, a branch of the Agricultural and Mechanical College, which was established by an act of the Legislature in 1917.

This will be treated more at length in the chapter on the educational facilities of Texas.

GRAPEVINE

Grapevine is situated in the extreme northeast corner of the county, but a short distance from the Dallas and Denton County lines. It is the center of the finest agricultural area in this section of Texas. The people are among the most prominent in this part of the state.

The place was some times called Dunnville from the fact that there was a large number of people living there by the name of Dunn and who were prominent citizens of the place. It was afterwards called Grapevine Springs, by reason of a large grapevine which grew on an oak tree over a large spring. This was a favorite resort of the Indians. In 1838 a treaty was held with the Indians at this spring, at which some of the most prominent men of the state at that time were present. John H. Reagan was there with a company of Rangers. The Indians agreed to be good, but soon forgot their promises and in a short time made a raid in the county which resulted in the killing of John Denton, for whom the county of Denton was named.

The name of Grapevine was finally adopted for the town, which now has a population of about 1,800. The property valuation is about \$1,000,000. It has three good banks, with capital, surplus and deposits of \$3,300,000. It has a good high school, with an enrollment of 425; four good churches, with substantial buildings and good membership.

There is the usual complement of mercantile houses, all substantial and prosperous and doing a good business.

MANSFIELD

Mansfield is situated in the extreme southeast corner of the county, near the lines of Johnson, Ellis and Dallas counties. It was founded in the early '50s by Captain Julian Field. He erected a small lumber mill to saw post oak logs, and the first few stores built here were made

largely of oak lumber. Captain Field started the first store, general merchandise, hauling the goods by wagons from Houston, Texas. In the late '50s Captain Field and R. S. Man erected a three-story steam flouring mill, the first to be built in this part of the state, the only mill before this being small water mills on the Trinity River, at or near Fort Worth and Eagle Ford. This mill had practically a state-wide patronage. There would be trains of Mexican ox-teams from the San Antonio country, of eight or ten yoke of oxen to the wagon. The oxen would push the wagons by having wood bars strapped in front of their heads instead of pulling their loads by yokes and bows around their necks, the American way.

Messrs. Field and Man had a government contract to furnish flour and meal to the posts of Fort Belknap and Fort Griffin, which was shipped by wagon trains. On one trip the train crew was ambushed by Indians and the whole crew massacred, the wagons burned and the mules run off. This was in Loving's Valley, near the Young and Jack county line.

About 1869 Rev. John Collier started Mansfield College, a co-ed institution, the best known educational institution in north central Texas, with a large patronage from various counties in the state. It was the pride of the town and one of the most successful institutions in this section of the state.

In 1877 Professor Collier was joined by Professor Smith Ragsdale, an educator of state-wide prominence, and his estimable wife, "Aunt Patsy," as she was affectionately called by the students. Mrs. Ragsdale was the daughter of the pioneer educator of Texas, Dr. McKensie, of Clarksville, Texas.

Among the prominent men educated here are Judge Ocie Speer, William Poindexter of Cleburne, J. H. Stephens, for a long time congressman of the "Jumble District" in West Texas; Oscar Gillespie, congressman from the Fort Worth district, and Leon Fox, congressman from Mississippi.

Among the earliest recollections of the writer is an address, delivered to the students of the school, by Captain B. B. Paddock, then editor and proprietor of the Fort Worth Democrat, in the winter of 1875.

Prior to 1876 there were no furniture or undertaking houses here or in Fort Worth. Whenever a death occurred P. G. Davis, one of the earliest settlers, would have to make the coffin. He would make it of lumber and tack black velvet on the top and sides, making a fine job for those days.

The old mill was torn down a few years back and on the site is a Memorial Hall, erected in honor of the boys who responded to the call to the colors in the World war in 1917. A granite shaft is nearly completed with names. Mansfield is very proud of the number that went from there and grateful for the fact that only one of them failed to return. This one was Jesse Nelson, son of Mrs. R. A. Smith of Mansfield. The citizens of the town also showed their loyalty when called upon for Red Cross funds and the purchase of Liberty Bonds.

NILES CITY

Contrary to the common belief the packing houses and stock yards are not in Fort Worth, they are of but not in Fort Worth. When this city inaugurated the commission form of government the committee on city boundaries, consisting of B. B. Paddock, Clarence Owsley and F. M. Rogers, conceived the idea of leaving, as far as practicable, a large area of trackage property outside of the city. Their idea was that it would be an inducement to factories to locate near the city, where they could be exempt from city taxes. The Chamber of Commerce inserted advertisements in many of the trade journals of the country offering factory sites, free of city taxes, to manufacturing concerns to locate here. Their expectations were not realized. Too few factories were secured to compensate for the loss of city taxes by reason of leaving this large area outside of the city. The stock yards and packing houses and the other industries connected therewith were embraced in the territory not incorporated.

When the new charter was passed by the Legislature the stock yard and packing house people incorporated Niles City, naming it for one of the minority stockholders of the Stock Yards' Company, Mr. L. V. Niles of Boston.

The area of Niles City comprises one square mile, and it has a resident population of 650. Probably between 8,000 and 10,000 people who work and do business there live in Fort Worth. The city has a city hall; police force, consisting of chief and eight policemen; a cotton mill, two grain elevators, pottery works, roundhouse of the Belt Railway, three groceries, and one drug store. The actual value of property in the city will aggregate from \$20,000,000 to \$25,000,000.

Considering the area and population it is probably the wealthiest city in the country. It has an aldermanic form of government and the mayor is Mrs. E. P. Croarkin. At the last general election Mr. Croarkin was elected mayor of the city, but died shortly after the election and his widow was elected to fill his unexpired term.

HANDLEY

Handley is a station on the Texas & Pacific Railroad seven miles east of Fort Worth. Until the construction of the interurban line between Fort Worth and Dallas it was an unimportant station. The interurban company located its power house, machine shops and other facilities at Handley, and the growth of the place was at once rapid and substantial. An attractive resort was established, known as Lake Erie, with a beautiful pavilion for the entertainment of the patrons of the line. The town now has a large number of prosperous commercial establishments, and good school buildings and churches are among the evidences of prosperity.

KELLAR

Kellar succeeded Double Springs. It is a station on the Missouri, Kansas & Texas Railway, but a few miles from the Denton County line.

SAGINAW

Saginaw is the successor of Dido. It is situated at the crossing of the Fort Worth, Denver, Rock Island and Santa Fe railways.

BENBROOK

Benbrook, a station on the Texas & Pacific Railway, nine miles west of Fort Worth, and the successor of Miranda, is the smallest of the railroad towns in the county.

CROWLEY

Crowley is fourteen miles south of Fort Worth, on the Gulf, Colorado and Santa Fe railways, surrounded by a very fertile agricultural area producing a fine crop of cotton, corn, wheat, oats and other cereals.

Everman, on the I. & G. N. Railway, and Kennedale, on the H. & T. Railway, divided what business there was at Oak Grove. Both are flourishing hamlets situated in the Cross Timbers, which are very productive of fruits and vegetables, also producing fine crops of oats, corn and cotton.

Bransford and Smithfield are both small country towns on the Cotton Belt Railway northeast of Fort Worth.

TAYLOR COUNTY

Taylor County was formed from portions of Bexar and Travis counties, February 1, 1858, and a change in boundaries was made in 1876. The county was formally organized July 3, 1878. Near the center of the county was the old town of Buffalo Gap, which was the first county seat. The county had received more than a proportionate share of settlers during the '70s, and over 1,000 inhabitants were enumerated by 1880. In 1881 the Texas & Pacific Railway was built across the north side of the county, and that gave stability to conditions which hitherto had depended upon the migratory enterprise of range stockmen.

A quite accurate summary of conditions and developments of the county is quoted from an issue of the "Taylor County Year Book:" "Cattle, horses, mules, sheep and goats up to about twenty-five years ago constituted the principal available wealth of the section. The conditions as to climate, rainfall, water, native grasses and forage plants were all especially favorable to the live stock industry. As late as 1875 large herds of buffalo ranged almost undisturbed over all of the section, and still later small herds found their way in, to be killed off quickly by hunters and the pioneer stockmen. They were in the section because they found here precisely what they needed, namely, abundant supplies of forage and water. Passing through the county as late as 1879, established ranches were to be found only at long intervals, and there were then in Taylor and Jones counties, for illustration, comparatively few settlers, and most of them in the main were engaged in stock raising, and had been attracted to the country by the abundance and luxuriance of the native grasses. A stockman who traveled through the entire section as late as the sum-

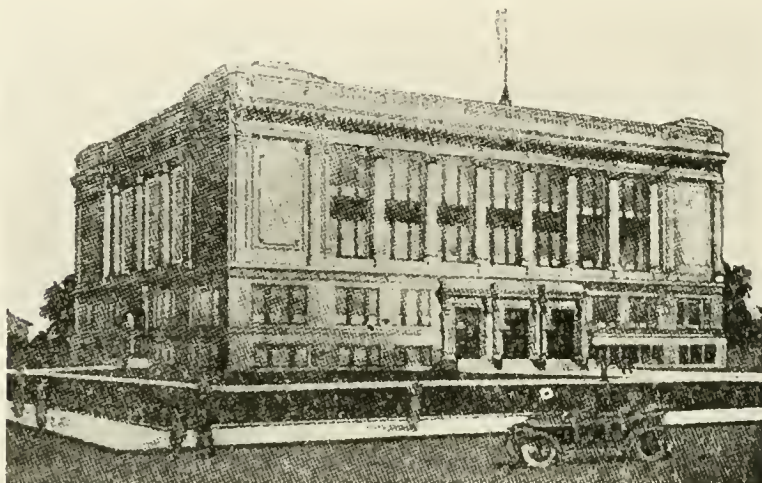
mer of 1876 says that the grasses everywhere were from one to three feet high, and that sometimes they were as high as a cow's back, not only in the bottoms, but also in spots on the dried upland. It was, indeed, an ideal stock country. There was plenty of stock water, and the man with the hoe had not yet put in his appearance to dispute with the stockman the right and title to the boundless meadows. Some sheep men even then were scattered here and there along the uplands, where there was a shorter and richer growth of herbage, but they were so few in number that they were tolerated by the cattlemen for the reason only that there was such a plethoric abundance of both grass and water. Few, if any, of the stockmen then owned or had in fact any exclusive right to a foot of the land occupied by them, but there was plenty for everyone and range rights there were determined by rules that were agreed upon by all, though there was no statute laws to bind anyone. Now there is no longer any open range in Taylor County and the farmer is distinctly "on top," and the one traveling from one neighborhood to another must travel through lanes, or along well defined public roads, between well improved farms on both sides. The natural conditions are quite as favorable for the live stock industry as they were in the former years mentioned, except that instead of large herds of cattle, horses and sheep roaming almost at will on free grass, now live stock are fenced in on the pasturages of the farmers and stock farmers who have purchased and now hold the land under title that the courts recognize as being good. It is the current opinion of those not informed on these subjects that in consequence of the changes noted there are not nearly so many live stock throughout this section of the state as there were in the former years, when on every hand they were to be seen on the open range. The fact is, however, as shown by the books of the several tax assessors and collectors throughout the section, that there are not only more live stock, but that they are superior in quality. In no other section of Texas are to be found cattle, horses, mules and sheep that class better, on the pastures and in the markets, than do those now in Taylor County, and every year the grade of each is improving.

These latter statements are particularly true, not only of Taylor County, but of many other counties, and the facts have been indicated in other county sketches. Taylor County, in 1882, had in round numbers 13,000 cattle, 11,000 sheep and goats, 2,300 horses and mules, and about 1,000 hogs. The Federal census in 1910 enumerated the live stock as follows: 18,199 cattle, 12,000 horses and mules, 6,837 hogs, 4,532 sheep, and 78,779 poultry. Numerically the sheep industry alone has declined since 1882.

Taylor County now has several railroads. All except the original Texas & Pacific have been constructed within the last ten years. About 1905 the Abilene & Northern was chartered to build from Abilene to Stamford, and a little later the Abilene & Southern Railroad was started at Abilene and constructed as far as Ballinger in 1909. During the present decade the Pecos & North Texas division of the Santa Fe system has been constructed through the county.

The population of Taylor County in 1880 was 1,736; in 1890, 6,957; in 1900, 10,499; in 1910, 26,293; in 1920, 24,081. In 1882 the assessed value of taxable property was \$733,809, a third being represented by live stock; in 1903, \$5,047,167; in 1913, \$14,114,950, and in 1920, \$14,249,615.

For the past twenty years Taylor County has been the home of many prosperous farmers, and agricultural development has proceeded on diversified lines. The total area of the county is 581,120 acres, of which 468,377 acres were reported as included in farms or ranches in 1910. The amount of "improved land" at the last census was about 201,000 acres, a large increase during ten years, about 80,000 acres having been so classified in 1900. In 1910 the county had 2,404 farms, as compared with 1,152 in 1900. The stock interests have



TAYLOR COUNTY COURT HOUSE

already been noted. Few counties in West Texas have a larger acreage in crops, and the figures for 1909 are as follows: Cotton, 101,075 acres; kafir corn and milo maize, 20,961 acres; hay and forage crops, 19,778 acres; corn, 1,588 acres; oats, 1,227 acres; wheat, 1,557 acres. About 58,000 trees were enumerated in orchard fruits.

Taylor County voted out saloons from its area in 1902. It has been progressive in many lines, has voted a large amount of money for the construction and improvement of roads, has many farmers' institutes organized, and another important expression of the character of society is found in the fine public schools and colleges and the many beautiful churches in the county.

The chief city and county seat is Abilene, but the county has many other thriving small towns. The largest is Merkel, on the Texas & Pacific west of Abilene, with a population in 1910 of 2,008. Other towns on the Texas & Pacific are Trent, Tye and Elmdale. Along

the line of the Abilene & Southern are located Tuscola, also a junction point for that road and the Pecos & Northern Texas, Ovalo, Guio, Iberis and Bradshaw. On the line of the Pecos & Northern Texas are Buffalo Gap, the oldest town in the county, and other stations are Blair, Lawn and View. Some of the rural villages are Hamby, Potosi, Moro and Inkum.

ABILENE

The city of Abilene has for thirty years been an important center of trade and has become known because of its educational and church advantages, its railroads, its large local and wholesale business, and its excellent municipal improvements. Founded when the Texas & Pacific Railroad was built, its population in 1890 was 3,194; in 1900, 3,411; and in 1910, 9,204, so that at the present time more than a third



GIRLS INDUSTRIAL SCHOOL, SIMMONS COLLEGE, ABILENE

of the county's population live in the chief city. A visitor at Abilene in May, 1881, described the town as follows: "Three months ago Simpson's ranch was the only house in this country where the weary cowboy could find shelter. Not a tent had been stretched, and nothing but the bark of the prairie dog and the lowing cattle disturbed the stillness. Now a city of 1,500 people adorns the broad level prairie. There are wholesale and retail stores, commission houses, hotels, churches and schools, a fine water supply, and this is a distributing and trading point for Buffalo Gap, Phantom Hill, Fort Concho, and other Government posts. The railroad depot was found to be inadequate to hold the goods brought for shipment and tents had to be stretched to shelter them. This is a cattle shipping point, but the farmers are already beginning to encroach."

Since 1888 Abilene has been the county seat. It has recently been organized under a commission form of government. Abilene has

water works, has paved streets in the business section, a sewer system, a street railway, electric lights, and arrangements have been made to introduce natural gas from the Moran fields. Besides its business and municipal advantages it enjoys a reputation as a college and school town. Simmons College was established there in 1892, under the auspices of the Baptist Church, and is now regarded as one of the best equipped small colleges in the state. The Abilene Christian College was founded in 1906, and there are several other private schools. The public school system comprises a fine high school building and four ward schools. Near the city is located the state colony for epileptics, which was established by virtue of an act of 1892. The population of Abilene is 10,274.

TERRELL COUNTY

In 1905 the south end of Pecos County was detached to form the new county of Terrell, named in honor of the late A. W. Terrell. Terrell has as its southern boundary the Rio Grande, and as a portion of the eastern limit the Pecos River. In this section of Texas both the Rio Grande and Pecos cut through deep canyons, which are inaccessible, and these canyons, together with the long ranges of mountains and high mesa lands, give to Terrell County an array of magnificent scenery. Only the rather limited areas along the valleys are suitable for cultivation, but a large portion of the uplands is adapted to grazing, and the raising of sheep, cattle, horses and goats is the principal occupation of the people. The sheep industry is especially important, and Sanderson is one of the large wool shipping points in Texas. Sanderson is a freight and passenger division point on the Southern Pacific Railway, and it was in this vicinity that the engineers encountered some of the most trying difficulties in the construction of that road between San Antonio and El Paso about 1880. On the organization of the county Sanderson was made the county seat, and through this and its railway interests is a town of growing importance, furnishing most of the commercial facilities for the large area of grazing country on all sides. A number of other small shipping stations are located along the Southern Pacific, which is the only railroad.

In 1910 Terrell County had a population of 1,430, including about 500 Mexicans. The assessed valuation of Terrell County in 1913 was \$3,828,624, in 1920, \$4,817,000. The county is one of the large divisions of Southwest Texas, with an area of about 2,750 square miles, or 1,686,400 acres. While the last census reported over 600,000 acres included in farms or ranches, only 800 acres were classified as "improved land." The live stock enumerated included 20,330 cattle, about 3,000 horses and mules, 111,056 sheep, and 18,530 goats. In 1920, 15,033 cattle, 7,909 horses and mules, 44,731 sheep, and 22,203 goats were enumerated. There were no important agricultural statistics.

TERRY COUNTY

Terry County, created in 1876, but not organized until 1904, has recently come within the scope of developing activities in West

Texas. The county lies just west of Lynn County, and the railroads which have penetrated Lubbock and Lynn counties have been an important factor in directing settlement toward Terry County. During the last ten years considerable progress has been made in the improvement of land for farming purposes, and the breaking up of the large pastures has already begun. The county seat is Brownfield, near the center of the county, and there are several other small villages. The Panhandle & Santa Fe has been constructed diagonally through the county to Brownfield, near the center of the county, running from Lubbock to Seagraves, and full train service is in operation.

The population of the county in 1890 was 21 and 48 in 1900. By 1910 the county had 1,474 inhabitants, in 1920, 2,236. The total area is 556,800 acres, of which all were reported in farms or ranches in



TERRY COUNTY EXHIBIT AT SOUTH PLAINS FAIR

1910. In 1900 only 115 acres were in cultivation, but the last census classified about 23,000 acres as "improved land." There were 235 farms in 1910 as compared with only six in 1900. The live stock interests, by far the greatest resource of the county, in 1910 were enumerated as 25,554 cattle, about 2,900 horses and mules, 1,282 hogs and 2,569 sheep. In 1920, 21,778 cattle, 2,855 horses and mules. In 1909, 5,896 acres were planted in corn, 4,509 acres in hay and forage crops, and 1,908 acres in kafir corn and milo maize. The county is considered a fruit section and the last census enumerated about 6,500 orchard fruit trees. The tax valuation of property in the county in 1913 was \$1,909,552, and in 1920 \$2,816,383.

It is developing into a successful corn raising country.

Brownfield has two banks, a large gin, and a school building. There are several independent school districts in the county. Much work is being done to improve the roads. The transcontinental highway runs through the county.

Brownfield has recently been incorporated.

THROCKMORTON COUNTY

This is almost the only county in Northwest Texas outside of the Panhandle district which as yet has no railway. Stockmen invaded the section during the '70s, and it is only in comparatively recent years that many of the large ranches have been cut up into farms. The old range cattle were displaced a number of years ago in favor of improved breeds, and some of the best stock in West Texas come from the Throckmorton County ranches. A number of years ago it was a favorite country for sheep men, but that feature of the business has been almost discontinued.

Throckmorton County was created in 1858, but was not organized until March 18, 1879. A traveler through that part of the state in 1878 said that Throckmorton County was uninhabited except by stockmen, and one feature noted by him was described as follows: "Some genuine dugouts, the cowboy palaces, may be seen, being excavations from the sides of steep hills, walled with rock, covered with poles, buffalo hides and dirt, these being the homes of the cattlemen whose ranches are located along the creek valley."

From a population of 111 in 1880, the census of 1890 gave 902 inhabitants; in 1910 the population was 1,750; in 1910, 4,563; in 1920, 3,589. The county seat is Throckmorton, an isolated country town, and two other settlements are Spring Creek and Woodson.

The assessed value of taxable property in 1882 was \$733,809, more than a third being represented in live stock; in 1903, \$1,879,827; in 1913, \$4,241,138; in 1920, \$4,611,467.

The cultivation of the soil had hardly begun in 1880. In 1882 the live stock interests were estimated in round numbers at about 18,000 cattle, 18,000 sheep, and 1,750 horses and mules. The total area of the county is 562,560 acres, and the last census reported 461,985 acres enclosed in farms or ranches, but only about 52,500 acres as "improved land." The amount of improved land at the preceding census was about 30,000 acres. There were 694 farms, as compared with 274 in 1900. The live stock enumerated in 1919 were: Cattle, 13,453; horses and mules, 4,513. In 1909, 20,655 acres were planted in cotton, 6,093 acres in hay and forage crops, 3,120 acres in corn, and 910 acres in kafir corn and milo maize. About 7,500 orchard fruit trees were enumerated, and about 10,000 pecan trees.

Throckmorton is a small country town of about 700 inhabitants. It was founded as the county site in 1879. Until this time Williamsburg had been the seat of county government, but with the founding of Throckmorton its central location resulted in the removal not only of the county government but of the town as well. Nothing remains of Williamsburg now but a few scattering stone foundations of old buildings. Highways to Graham, Seymour, Haskell and Albany radiate from Throckmorton. The community has three churches, one modern stone high school building, one gin, one flour mill, eleven mercantile establishments, three garages, two hotels, and one bank, with a capital of \$75,000.

UPTON COUNTY

This county, though given formal boundaries in 1887 and detached from original Tom Green County, long remained among the unorganized counties of West Texas, and the county government was established in 1910. Previously it had been attached to Midland County for judicial purposes. Until very recently it has been essentially a stock raising country, and its limited population almost entirely engaged in that vocation. Since 1910 two important developments have occurred. The first demonstrated that Upton County lies in the area of the "shallow water belt," and by means of pumping it is possible to irrigate large quantities of land on an economic basis. About 1912 the Kansas City, Mexico & Orient Railroad was constructed across the southern border of the county, and that railway promises to inaugurate a new era of improvement, and the coming of new settlers of a farming class will bring about a more general utilization of the natural resources of this section.

The population of Upton County at the last three census years was: In 1890, 52; in 1900, 48; in 1910, 501. In 1920 the population was 253. The county seat town is Upland, which is located near the center of the county and was the only postoffice until the coming of the railroad, since which time the station of Rankin has been located on that line.

The report of the last census furnished only meager statistics on agricultural development. One hundred and five farms were enumerated, as compared with eighteen in 1900. Of a total area of 764,800 acres, 1,638 acres were "improved land," while at the preceding census only eighty-five acres were so classified; 9,959 cattle were enumerated, 1,239 horses and mules. Assessment values in 1903 were \$364,440; in 1909, \$1,122,850; in 1913, \$2,672,275; and in 1920, \$2,220,365.

WHEELER COUNTY

The oldest organized county in the entire Panhandle, Wheeler, has had rather more than its proper share of the vicissitudes of growth and progress, and only in recent years has it begun to develop on a substantial basis. The figures of population would indicate one phase of its history. In 1880 there were 512 inhabitants, probably more than all other Panhandle counties combined. By 1890 the population was 778, and then followed a decline so that only 636 inhabitants were found in 1900. Since then a new era has been inaugurated, and in 1910 the population of the county was 5,258, in 1920, 7,397.

As elsewhere noted, the pioneer stockmen began operations in the Panhandle about 1876. A year or so later Fort Elliott was established as a military garrison in Wheeler County, and in that general vicinity a number of stockmen established their headquarters. One of the results of this settlement in the Panhandle was the organization in 1878 of Wheeler County, parent county of all the Panhandle counties. The organization was effected by the Commissioner's Court of Clay County, to which all the Panhandle counties had up to that time been attached. Then Donley and Oldham counties were organized by the

Commissioner's Court of Wheeler County, and soon the Thirty-first Judicial District was formed, its court being the only one in the Panhandle for a long time and its seat being Mobeetie, which is a town with many pioneer associations, and practically all the old time lawyers practicing in Northwest Texas, and many of the cattlemen and merchants have many recollections of that old court town. Wheeler County was the nucleus of settlement in the Panhandle until the railroad came. After the Fort Worth & Denver City began building from Fort Worth, it was expected that the line would pass through Wheeler County, and a considerable impetus to building was given to Mobeetie. When the railroad did reach the Panhandle in 1888 its line was many miles south of old Mobeetie, and no railroad penetrated Wheeler County until 1903, when the Choctaw, Rock Island & Gulf, now a division of the Rock Island System, was completed along the southern border to Amarillo.

A statistical report on the county in 1882 estimated that about 1,000 acres were in cultivation, while stock raising was the almost exclusive pursuit of the inhabitants, and the assessment rolls for that year indicated about 65,000 cattle in the county. The same report said: "Mobeetie, the county seat, has about 200 inhabitants, a good free school and a number of general merchandise stores. Religious conveniences are meager, and the population is as yet so scattered that free schools have not been thoroughly organized." Wheeler County in 1882 had an aggregate of taxable property valued at \$764,838, over two thirds of which was represented by live stock; the valuation in 1903 was \$1,302,120; in 1913, \$3,811,538; in 1920, \$4,914,370. The principal shipping points in the county are Shamrock, Benonine and Ransdell.

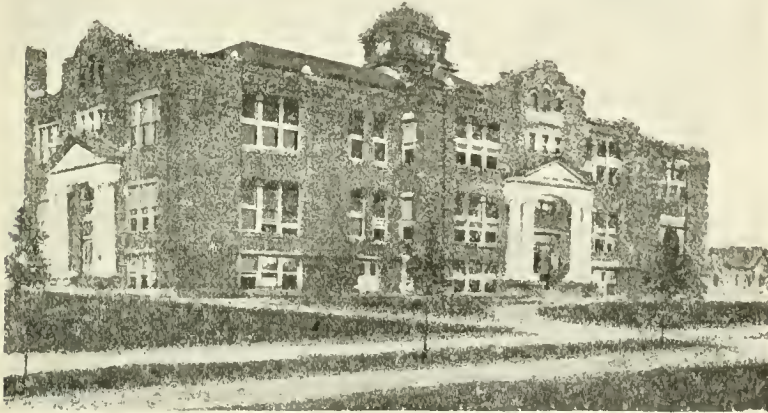
The rather rapid development of the county in recent years is indicated in the increase of "improved land," as designated by the United States census, from about 12,000 acres in 1900 to about 169,000 acres in 1910. In 1900 there were about 119 farms, and in 1910, 736. The total area of the county is 572,800 acres, of which 458,080 acres were reported in farms or ranches in 1910. In 1920 there were enumerated 38,767 cattle, 6,866 horses and mules. The county is well watered, with both a surface and underground supply, and there are splendid possibilities for agricultural development, which, up to the present time, has only fairly begun. In 1919 the acreage in the principal crops was as follows: Corn, 43,198; hay and forage crops, 10,638, including about 950 acres in alfalfa; kafir corn and milo maize, 4,777; cotton, 3,590; wheat, 1,631; also a limited acreage in oats; about 550 acres in potatoes, sweet potatoes and other vegetables, while considerable progress has been made in horticulture; about 19,000 orchard fruit trees have been enumerated, besides a number of vineyards and small fruits.

WICHITA COUNTY

Wichita County has come into special fame in recent years as one of the chief centers of oil and gas production. The gas field at Petrolia in Clay County had been opened in 1907. In June, 1911, the bringing in of a 1,000-barrel well at Electra in the western part of

Wichita County inaugurated the development of a field which at the beginning of 1913 had over 300 producing wells, and is now regarded as the chief center of oil production in the state. During 1911 the production of the Electra field was nearly 900,000 barrels. In July, 1912, at the north side of the county and three miles from the town of Burkburnett, near the Red River, another successful well was brought in. The development of these fields has brought a wealth to Wichita County which exceeds that of other productive industries, but so recent as to furnish no reliable statistics to measure their results. Gas and oil have contributed to the making of Wichita Falls, already a flourishing railroad and commercial center, one of the most attractive cities for manufacturing enterprises in North Texas.

Wichita County was created in 1858, but was not permanently organized until June, 1882. Practically all of its history has been



HIGH SCHOOL, WICHITA FALLS

written within the last thirty years. The Red River is its northern boundary, and, like other counties adjoining, its position was too exposed with reference to the Indian Territory to allow settlement and substantial industry until the beginning of the '80s. At the census of 1880 the population was only 433, and the stock raisers who inhabited the county attempted a minimum of agriculture. During 1882 the Fort Worth & Denver City Railway was completed from Fort Worth to Wichita Falls, which remained its terminus until 1885. At that time there were three postoffices in the county, Wichita Falls, Gilbert and Toksana, the last two having disappeared from local geography.

With the railroad the county progressed rapidly, and by 1890 its population was 4,831; in 1900, 5,806; in 1910, 16,094; in 1920, 72,911.

Small farmers have developed the possibilities of fruit, vegetables and melon crops. The value of taxable property in the county in



WICHITA COUNTY HAS FINE FARMS

1882 was \$412,031; in 1903, \$3,899,660; in 1913, \$18,507,195; in 1920, \$72,043,810. During the past ten-year period the increase of wealth was nearly 500 per cent, and few counties of the state have developed so rapidly in the same length of time.

In the development of the county and particularly of the chief city railroads have played an important part. The Missouri, Kansas & Texas extended its line across the northern tier of counties as far as Henrietta by 1887, and soon afterwards to Wichita Falls. In 1890 the Wichita Valley Railroad was built from Wichita Falls southwest to Seymour. During 1903-04 the Wichita Falls & Oklahoma Railway was constructed from Wichita Falls northeasterly to Byers on the Red River, passing through what later became the Petrolia gas district. During the past decade the Wichita Falls & Northwestern has been constructed from Wichita Falls into Oklahoma, while the Wichita Falls & Southern leads south through Archer County. These lines have placed the chief city in direct communication with all the rich and developing territory of Northwest Texas, Southwest Oklahoma, and the chief market points in the entire southwest and western part of the United States.

While the development of Wichita County has been along the lines of stock raising and general farming, it has also become famous for its melons, particularly cantaloupes, and the growing of many special crops is the chief industry of a numerous colony of small farmers. A large amount of northern capital and northern settlers as well have come into the county during the past fifteen years, and the town of Iowa Park, a few miles west of Wichita Falls, developed as the seat of an enterprising colony from the state of Iowa.

Statistics on live stock and agriculture as supplied by the last enumeration report as follows: Total area, 386,560 acres; 326,628 acres in farms; about 175,000 acres in "improved land," as compared with 106,000 acres in 1900. The number of farms at the last census was 1,039, and 423 in 1900. There were 11,607 cattle; horses and mules, about 4,866; hogs, 4,933. In 1909, 46,215 acres were planted in corn, which is the leading crop; 23,794 acres in cotton, 33,000 acres in wheat, 7,214 acres in oats, 6,584 acres in hay and forage crops. About 13,000 trees were enumerated in orchard fruit.

Outside of Wichita Falls the chief towns are Iowa Park, Electra and Burkburnett. At the last census Electra had a population of 640 and Iowa Park of 603.

The city of Wichita Falls has always been the chief center of population, and in 1910 more than half the inhabitants of the county were located there. The population in 1890 was 1,987; in 1900, 2,480; in 1910, 8,200; and in 1920, 40,079. It is easily one of the most progressive and prosperous small cities of the state. Railroads gave it a start, and since then the presence of enterprising citizens and the abundance of such resources as oil and gas have brought about a city whose prosperity comes from its railway division points and shops, its extensive retail and wholesale trade, and its varied manufactures. The supply of natural gas, which is piped from the Petrolia field and sold to manufacturers at from four to eight cents a thousand feet, has



A BUSINESS STREET IN WICHITA FALLS, SHOWING THE NEW LIGHTING SYSTEM

brought several important industries from other cities and states to Wichita Falls. The city also is benefited by the daily production of more than 33,000 barrels of oil. At the beginning of 1914 the Chamber of Commerce enumerated more than forty manufacturing plants, most of which had been established within the last five years. These include a factory for the manufacture of auto trucks, a window glass factory, a bottle factory, a pottery, a fruit jar factory, flour mill, railroad shop, iron foundry, machine shops, ice factories, planing mills, brick and tile plants, broom factory, cotton compress, oil mills and many minor enterprises. About ten or twelve years ago some enterprising capitalists built a dam across Holliday Creek, five miles southwest of Wichita Falls, and thus created Lake Wichita, a body of water two miles by seven miles, furnishing water for the irrigation of several thousand acres of truck and fruit and other crops, water for the city and manufacturing purposes, while the lake itself has become a most attractive resort for the people of the city and of several counties. Owing to the rapid progress of the last ten years Wichita Falls now has 40,079 people. It has fully a third of the taxable values found in the entire county. It is a city of many handsome churches, well equipped and thoroughly organized with public schools, has a Federal building, hospital, street cars, the business section is paved, and its business buildings and the character and atmosphere of the city in general are in advance of older and more populous centers in the Southwest.

WICHITA FALLS, THE CITY THAT FAITH BUILT

While Wichita Falls is known throughout the world as the chief city adjacent to the great new oil fields of North Texas, the far-seeing city builders who have built Wichita Falls from a village to the metropolis of the Northwest Texas Plains wish it to be known for its advantages as a home city, its new and magnificent buildings and its jobbing and agricultural resources as well as for its oil supremacy. As this book is being prepared for the press Wichita Falls is just coming into its own as a metropolitan city, having passed through the trying "growing pains" incident to the oil boom, which began here in July, 1918, and has lasted with more or less intensity until late in 1920, and the community has been busily engaged in transforming itself with the facilities necessary to take care of a population three times that which it had two years ago.

In June, 1918, Wichita Falls was a live, prosperous little West Texas city with a population of about 18,000. By June, 1919, this city was the center of oil operations and activities the like of which the world has rarely, if ever, witnessed. The population by that date, including transient oil operators, workmen and curious sight-seers, probably ran as high as 50,000, though all of these were never considered as citizens. The United States census of 1920 gives Wichita Falls 40,079, and this is believed to have been a very accurate count. The population of the city in 1910 was 8,200. The increase in population from 1910 to 1920 was 388 per cent, possibly the largest percentage of increase shown by any city which was listed in the 1910 census.

Wichita Falls enjoys the rare distinction of being the distributing center and the home city for the operators of a vast oil region without the unpleasant features of having oil wells right in the city. If the oil wells of the Wichita Falls district had been arranged by a blue print plan in advance they could not have been much more desirably located. There is one field at Burkburnett, sixteen miles north; the Northwest Extension, twenty-five miles northwest; the Petrolia field, twenty-five miles northeast; Iowa Park shallow field, twenty-five miles west; Electra field, twenty-six miles west; the Kemp-Munger-Allen field, sixteen miles southwest; the Texhoma field, twelve miles north; the new Parker field, eight miles west; the Holliday wells, seven miles south; South Bend, forty miles south; Breckenridge, seventy-five miles south; all of which fields recognize Wichita Falls as the center of finances and supplies.

The people of Wichita Falls realize that the accidental discovery of oil is a bit of good fortune which is to be utilized to the utmost, but they do not depend upon oil exclusively as the reason for the future growth of Wichita Falls.

The actual pipe line runs for this district at this time (December, 1920) are approximately 85,000 barrels per day. This remarkable "crop" turns into the coffers of this city and its various companies and operators about \$9,000,000 per month.

Cities, like men, come face to face with circumstances in the course of their lives which test the utmost there is in them. And it is at such epochal times that the final degree of success can be truly predicted—for man or city. When a man gets "his chance" and makes good, we say he has arrived. When a city has met the problems that such a critical time has brought to it, the world bows in homage and commercial ratings are revised in favor of the new metropolis.

Did you ever see an overgrown boy who needed to discard short trousers and don the larger garments of a man? He was uncomfortable. He was passing through a trying stage in his development. But his "growing pains" were a sure sign that he was about to be a man—a full-grown man.

Wichita Falls has had a spell of "growing pains." Here we have more than 40,000 live and hustling citizens where only about 18,000 lived a few short months ago. This is destined to be a man-size city—a new metropolis of the Southwest.

And Wichita Falls is meeting the new civic problems rapidly. Her changing skyline looms large against the western horizon. A multitude of oil derricks are overshadowed by great sky-scrapers in this new citadel of fortune.

BANKING

Wichita Falls has the largest bank in West Texas, the City National Bank of Commerce, with resources of more than \$20,000,000. The six banks of Wichita Falls had deposits at the last call of approximately \$30,000,000. Wichita Falls is fifth among the cities of Texas in bank deposits and eighth in population. Wichita Falls paid more income tax to the United States Government than any other city in Texas.

NEW BUILDINGS

Wichita Falls has more newly completed buildings than any other city of twice its size in the Southwest. The list includes the twelve-story City National Bank of Commerce Building, twelve-story American National Bank Building, eight-story Bob Waggoner Building and eight-story Kemp Hotel, newly opened and representing an investment of \$1,500,000. There is not a more elegantly appointed hotel in the Southwest than the Kemp, of this city.



AN OIL SCENE

OIL MONEY STAYS IN WICHITA FALLS

It is a source of gratification to the leaders of Wichita Falls that a very large proportion of the money made by operators in this field has stayed in Wichita Falls in the form of permanent investments in magnificent residences, tall office buildings and in fertile farms in this county. The custom of investing in country homes adjacent to the new \$5,000,000 irrigation project is growing in favor. The fertile lands of the valley of the Wichita River are to be irrigated by a project now being started. The bonds have already been voted and work on constructing the dam will be begun early in 1921. This project will make Wichita

Falls the center of a thickly populated agricultural section in which the twenty-acre, intensively cultivated, one-family farm will be typical.

ROADS

\$3,000,000 is being spent for the construction of a system of forty-six miles of concrete roads throughout the county. Five miles of this road has just been completed, from Wichita Falls south to the Archer County line.

\$8,000,000 will be spent by the city and county on public works, including roads, streets and large sewer and water systems and municipal improvements during the next two years.

RAILROADS

Wichita Falls has six railroads and Wichita Falls capital is now extending the Wichita Southern from Newcastle south through Graham and Eliasville to Breckenridge to connect with these important points in the Southern oil fields.

MANUFACTURING AND JOBBING

Wichita Falls has a manufacturing and jobbing business totaling approximately \$40,000,000 annually. Two of its factories, the Wichita Motors Company, making Wichita Trucks, and the Wichita Mill and Elevator Company, making Belle of Wichita Flour, distribute their products to many foreign countries.

MAGNIFICENT STORES

Wichita Falls prides itself on the quality of its retail mercantile establishments. Its stores, in appointments and in range of stock and selection, rank with the best among the cities of the Southwest. Its annual volume of retail sales approximate \$30,000,000.

The Wichita Falls Chamber of Commerce is one of the largest and best financed organizations of any city of twice the size in the South. Without disparaging its great material resources, Wichita Falls counts the spirit of its people its greatest asset. It is proud to be known as "The City That Faith Built," and the chief idea of its Chamber of Commerce is "To Make Wichita Falls a Better Place in Which to Live."

WINKLER COUNTY

Winkler County touches the southeastern corner of New Mexico, and was created from Tom Green County in 1887, but remained without a county government until 1910. Its soil is sandy for the most part, and while an underground water supply may be obtained in many places it is a country which will have very little agricultural development at least for many years. Its ranges have been occupied by stockmen for thirty years or more, and there is no important development to be recorded except a very gradual breaking up of the larger ranges and the cultivation of limited areas by dry farming methods. The Texas & Pacific Railway touches the southeast corner of the county and made it accessible many years before settlers came in any numbers.

In 1890 the county was accorded a population of eighteen; in 1900, sixty; in 1910, 442; and in 1920, 481. Since the organization of the county the Village of Kermit, near the center of the county, has been made the county seat, and is the only town in the county. The total assessment in 1909 was \$818,363; in 1913, \$1,085,473; and in 1920, \$7,997,670. Of the total area of 540,160 acres, more than half was classified as farms or ranches according to the last census report, but only 638 acres were "improved land." There were 128 farms enumerated, as compared with twelve at the preceding census. The last census afforded no statistics on agriculture, except about 200 acres planted in hay and forage crops. The number of cattle were 8,445; horses and mules, 273; sheep, 7,441.

WISE COUNTY

Wise County, northwest of Tarrant County and Fort Worth, was created by the Legislature from the original Cooke County in 1856, and its county government was organized on May 5th of the same year. The first settlers penetrated into the county under the protection of the military post at Fort Worth, and its population by the end of the '50s was over fifteen hundred. In 1858 it was estimated that about six thousand acres of land were in cultivation, but throughout that decade the county was on the frontier. In 1856 the only postoffices in the county were Odessa and Taylorville. The county seat was established at Decatur, and that was a point on the route of the Overland Southern Pacific Mail, the government stage line put in operation about 1858. During the Civil war decade population decreased in Wise County. The Texas Almanac for 1867 said: "There is not a mill in Wise County, the nearest being at Weatherford, forty miles away. A large quantity of wheat is raised in the county, and large numbers of cattle are raised and driven away to market." In January, 1870, a Decatur citizen wrote that there had been no Indians for three months, and "most of our citizens who moved away last spring are moving back again. This county, although on the borders, is establishing three good schools, at Prairie Point, on Deep Creek and at Decatur." A traveler in Wise County in the next year speaks of Boyd's Mill in the south part of the county, the town having been located soon after the war, where at the time of writing there were a postoffice, steam mill, two dry goods stores. "While there," continues this observer, "I was informed of a new town that had sprung up two miles away, and rode by. On the roadside is a handsome new storehouse. This place we proposed to christen 'Aurora.'" The Almanac for 1867 gives the voting population of Wise County at about four hundred, and goes on to state that there are "few freedmen in the county; we have no hureau, and they are quite happy and contented. There are as yet no postoffices established (meaning that postal service had not been resumed since the close of the war). Decatur and Prairie Point were two flourishing villages before the war, and are beginning to look up again. Owing to the defenseless state of the frontier Indian raids are frequent."

The first permanent settler in Wise County was Sam Woody, a notable character in North Texas. In 1854 he built his log cabin home in

Wise County, two years before settlers in sufficient numbers had collected to justify a county organization. Some idea of how the pioneers not only of that locality but of other points in West Texas lived is obtained from Mr. Woody's own words, quoted as follows:

"It was easy to live in those days. Sow five or six acres of wheat and it would often produce fifty bushels to the acre, cut it with a cradle, tramp and fan it out, then once or twice a year load up a wagon to which five or six steers were hitched, and after a week's trip to Dallas you would have enough flour to give bread to your family and some of the neighbors for a number of weeks, until it would be the turn of some one else to make the trip. If we had not bread enough, game was always plentiful. Hogs would get so fat on acorns that they couldn't walk. After marking them we let them run wild, and trained our dogs to run them in whenever we wanted a supply of pork. Now and then we sent a wagon to Shreveport or Houston for coffee and sugar and such groceries, but we did not use sugar much. I paid a dollar for a pint of the first sorghum seed planted in Wise County, and molasses was the commonest kind of "sweetening." When we got tired of game and pork we killed a beef. By swinging a quarter high up to the limb of a tree it would be safe from wild animals and would keep sweet for weeks, and it was a common sight in our country to see the woman of the house untying the rope and letting down the meat to cut off enough for dinner."

By the latter part of 1876 Wise County claimed a population of 15,000, and although without railroads development was substantial and rapid. Decatur, the county seat, had a population of 1,500 in 1878, and its citizens were enthusiastic in advocating the building of a railroad through the country. Aurora, already mentioned, had grown to 500 population, with a dozen business houses and a two-story school building. The Town of Chico was started in 1878.

Towards the close of 1881 actual construction work was begun on the Fort Worth & Denver City Railway, near Fort Worth, and during the following year the line was constructed through Wise County as far as Wichita Falls, which was reached in September, 1882. This was the first line to penetrate the country to the northwest of Fort Worth, and its results in the upbuilding of towns along the way were remarkable, not to mention the transformation caused in the line of agricultural improvement and settlement. At Decatur the driving of the last spike in the railroad connected that town with Fort Worth on April 15, 1882. The railroad at once gave a great impetus to the upbuilding of Decatur, while the old Town of Aurora was left five miles to one side, and its population migrated bodily and concentrated its two schools, four churches, twelve merchandising houses, three gins and other enterprises around the railroad station. The genesis of several towns in the county dates from the laying of track for the Fort Worth & Denver City. In 1872 the Village of Herman was described as consisting of a side track and several box cars. Cowen was distinguished as a side track without any cars. A report on the resources of the county in 1882 said: "The Fort Worth & Denver City Railway passes diagonally through the county from southeast to northwest, via Decatur, having a length of

thirty-five miles of road within its limits. Decatur, the county seat, has a population of about 1,500, it is situated on a commanding eminence on the divide between the west and the Denton forks of the Trinity River, and has a large and increasing trade. Aurora, a thrifty town of 400 inhabitants, is situated fourteen miles southeast of Decatur. Chico, Greenwood, Pella, Audubon, Crafton, Paradise, Bridgeport, Willow Point, Boonville, Cottonvale, Cactus Hill and Cowen are all growing towns. A coal bed has been opened at Bridgeport, and the coal is in use as fuel.

The second railroad in the county was the Rock Island lines. This road was opened between Red River through Bridgeport to Fort Worth in August, 1893. The branch from Bridgeport was built to Jacksboro in 1898 and extended to Graham in 1902.

In 1870 the population of Wise County was reported as 1,450; with the danger of Indians removed and with the rapid development that followed during the '70s in all North Texas the population by 1880 was 16,601; in 1890, 24,134; in 1900, 27,116; in 1910, 26,450; and in 1920, 23,363.

Of the many towns and villages in the county the two largest are Decatur and Bridgeport. Decatur in 1890 had a population of 1,746; in 1900, 1,562, and in 1910, 1,651. Bridgeport in 1890 was a town of 498 population; in 1900, 900, and in 1910, 2,000. Besides being the junction point of the two branches of the Rock Island Road, Bridgeport is also an important coal mining town, and has several small industries. Wise County claims about three hundred miles of improved public highway, built at a cost of about five hundred dollars per mile. It is one of the well developed counties of North Texas; diversified farming is now the rule, and as most of the population is rural, nearly all the lands are occupied and utilized in the joint activities of stock farming and agriculture. In 1870 the value of property as returned by assessors was \$378,411; in 1882, \$2,980,602; in 1903, \$6,555,910; in 1913, \$14,010,450; in 1920, \$14,833,224.

While population fell off during the first ten years of the present century, the number of farms and ranches also declined from 4,029 in 1900 to 3,721 in 1910. The total area of the county is 552,320 acres, of which 489,121 acres were occupied in farms and ranches in 1910. The amount of "improved land" in 1910 was about 250,000 acres, an increase over the preceding census. The varied stock and agricultural resources are indicated by the following statistics from the last enumeration report: Cattle, 25,857; horses and mules, about 14,637. In 1909 the acreage in cotton was 93,076; in corn, 72,919; in hay and forage crops, 12,245; in wheat, 6,877; in oats, 2,512; in potatoes, sweet potatoes and other vegetables, about 1,500 acres; peanuts are also a profitable crop; about 145,000 trees were enumerated in orchard fruit, and about 4,000 pecan trees.

DECATUR

When Decatur was selected as the county seat of Wise County in 1857 there were half a dozen candidates for the location. They were Isbell Springs, about one and a half miles northwest of Decatur in the neighborhood of Henry Greathouse's home; the Finley place, known

as the Carpenter place, east of town; Howell & Allen's store. Colonel Bishop, one of the early settlers, championed the town of Decatur, and he was backed by a number of the most aggressive citizens. After a hot contest Decatur received the plum. The Halsell Valley site had as its champion Sam Woody. Following the selection of Decatur as the county site, Mr. and Mrs. James Proctor deeded sixty acres of their 160 acres for the site. Colonel Bishop assumed active charge of the details of locating and laying out the town, which was to rest on the bald hill of the prairie. The details were made after the town of McKinney, in Collin County, which town Colonel Bishop had visited.

A public sale of town lots was held. The business lots around the square had the following buyers: Howell & Allen, south corner lot on west side; Joe Henry Martin, central lot on northwest corner; Mr. Dean, south corner, south side; Thos. Stewart, central lot, west side; Colonel Bishop, west corner, north side; Col. W. H. Hunt and Marshall Birdwell were also buyers.

Immediately following the sale of town lots houses sprang up, and within a short time Decatur was in the thriving village class. The little courtroom on the northeast corner of the square provided sufficient space for the transaction of the county's business. The first court clerks were R. M. Collins and C. D. Cates. The name of Taylorville was held by the little village until January 7, 1858, when it was officially changed to Decatur.

On October 28, 1859, the first birth of a white child occurred in the village. Benjamin Franklin Allen was born on that date. Mr. Allen is now a citizen of Fort Worth.

After many thrilling contests between the settlers and the Indians, Decatur "settled down" and became one of the principal trading points in this section of the state. The Waggoner and Halsell families became prominent in the cattle business, and Decatur became known as the headquarters of the "cattle kings" of Northwest Texas. The town continued to grow and prosper, and for many years it was the "biggest and best" town north of the Texas & Pacific Railway. Later other towns sprang up to the west, and as a result the magnificent trade enjoyed by Decatur merchants was taken away. From a cattle community, the Decatur district became rich in agricultural products.

Today Decatur is a city of about 3,000 people, with the usual complement of business houses, churches, schools and banks incident to a town of its size.

WILBARGER COUNTY

The history of Wilbarger County is a record of less than forty years. With the Red River as its northern boundary, the county derived its early importance from its location on the great cattle trail leading up through Western Texas to Dodge City, Kansas. That trail went through Wilbarger County, close to the present site of Vernon, and across the river into the Indian Territory at the old Doan's station. As the herds were driven north the vicinity of Wilbarger was regarded as an ideal resting place for the stockman and cowboy. The fine grasses and abundance of pure water made it a

favorite place in the progress of cattle from Texas to the northern pastures or the northern markets. This cattle trail was opened during the early '70s, and it is said that the first permanent settler in the county came in 1876. As an illustration of the activities of the trail in one of its most prosperous years it is said that in 1885, 300,000 head of cattle, 200,000 head of sheep and 192,000 head of horses were driven by Vernon. Since that time a large part of Wilbarger County's area has been transformed into a rich agricultural district.

While boundaries were given to the county in 1858, the first county government was organized in October, 1881. At the census of 1880 only 126 inhabitants were enumerated. The rapid development during the following decade is indicated by the presence of 7,092 population by 1890. The chief factor in this rapid advancement was the building of the Fort Worth & Denver City Railway across the northern half of the county. The earlier construction of the Texas & Pacific across Western Texas was not followed by more rapid development in its tributary territory than in the country lying on both sides of the Fort Worth & Denver City. As elsewhere noted, the Fort Worth & Denver City had reached Wichita Falls in 1882, and that city remained its terminus until construction work was resumed in May, 1885. By April, 1887, the road was completed through Wilbarger County to Quanah. By 1890 the county was well settled, agriculture had made important advances, and prosperous times were in prospect. Then followed the decade of the '90s, noted throughout Northwest Texas as one of financial stringency and succession of dry years, and as a result by 1900 Wilbarger County's population was 5,759, a decrease of more than 1,300 since the preceding census. Since then a new era has come to the county, the experimental stage of farming has passed, and the economic activities of the people seem now to rest on a permanent basis. By 1910 the population of the county was 12,000, having more than doubled in the previous ten years, in 1920, 15,112. During the '90s a branch of the Frisco Railway was constructed across Red River into Wilbarger County, and Vernon has since been its terminus. In 1905 the Kansas City, Mexico & Orient Railway was opened from Sweetwater to the Red River, passing through the northwest corner of this county. The town of Vernon, which in 1882 was credited with about seventy-five inhabitants and two general merchandise stores, received its chief impetus from the railway, and has since become one of the flourishing towns of Northwest Texas. The population in 1890 was 2,857; in 1900, 1,993, and in 1910, 3,195. Other towns in the county are Odell, on the Orient Railway, Harrold, Okla Union and Tolbert.

In 1882 the county's taxable property was assessed at \$582,283; in 1903 values had risen to \$3,815,973; in 1913 to \$11,466,140; and in 1920 to \$12,873,620. While no farming was attempted in Wilbarger County previous to 1880, and for years was an industry of very limited possibilities, statistics of the last census show that Wilbarger has a larger proportion of cultivated land than many of the older counties of the state. The total area is 593,920 acres, of which 411,936 acres were reported in farms or ranches in 1910. Of this amount

about 202,000 acres were classified as "improved land," as compared with 116,000 acres in 1900. There were 1,435 farms in 1910, against 636 in 1900. The stock interests at the last enumeration were: Cattle, 13,376; horses and mules, about 8,537. The largest crop was corn, to which 62,559 acres were planted in 1909; 55,077 acres in cotton, 19,625 acres in wheat, 10,997 acres in oats, 6,122 acres in hay and forage crops, 2,185 acres in kafir corn and milo maize, about 750 acres in potatoes, sweet potatoes and other vegetables, while about 18,000 orchard fruit trees were enumerated. In comparison with many other counties of the state Wilbarger has a high rank as an agricultural country. Large well improved farms greet the eye in every direction.

VERNON

Vernon is the wealthiest town per capita of eighteen cities of its class in Texas according to a survey of cities from 5,000 to 11,000 population, which survey has just been completed by the Vernon Chamber of Commerce. Vernon, with a population of 5,142, has a per capita wealth of \$2,076. The per capita wealth is found by adding together the bank deposits as of January 1, 1920, and the city tax values and dividing the sum by the population as of January 1, 1920. The year 1920 has been the year of the greatest progress in the history of Vernon. There were more than \$2,000,000 worth of building done in the city in 1920. Forty-one business buildings were built or added to, at a total cost of \$777,000. Two hundred and fifty-two residences were constructed at an outlay of \$1,254,500. These figures were obtained by an actual survey.

Vernon has the distinction of being one of the few towns in West Texas that did not show a loss in population in the last census. Vernon had in 1910, 3,195 people. In 1920 it had 5,142, a gain of 2,000 or 66%. This condition is attributed to the vast wealth of the people and to the sub-irrigated soil which enabled this county to weather the drouth better than some other counties.

Vernon is said to have the world-wide distinction of having a Chamber of Commerce which received the highest per capita support of any commercial organization on the globe. The annual income of the Chamber of Commerce is above \$15,000, or more than \$3 per capita. There are fifty blocks of paved streets, miles of sewer and water lines, one high school, three public ward schools, one parochial school, one business college. It has eight churches and two churches for negroes. In the Vernon Record, this city has the gold medal weekly paper of Texas. This publication has twice been awarded the medal.

YOAKUM COUNTY

Lying on the extreme western side of the Staked Plains, with New Mexico as its western border, Yoakum County is many miles from railroads, has only two or three postoffices, including Plains, the county seat, Sligo and Bronco, and its population consists almost entirely of stockmen and their followers. The following description of the county is from the last issue of the Texas Almanac: "Farming is

a secondary occupation, the raising of live stock occupying the attention of the people. While fully 80 per cent of the land is susceptible to cultivation by dry farming methods, very little attention has been given to agricultural lines. Indian corn, maize, kaffir corn, cotton and various forage plants have been successfully grown in a limited way. A few small orchards and vineyards are found at various ranches, but no effort has been made to develop the fruit industry.

Yoakum County was created in 1876, and for a number of years had no permanent population. At the census of 1890 only four inhabitants were enumerated, and in 1900 only twenty-six. By 1910 the population had increased to 602, and in 1920, 406 were enumerated. A county government had been instituted in 1907, with the county seat at Plains. In 1900 the census reported only one farm or ranch in the county, but by 1910 there were 107. In a total area of 562,560 acres, 439,779 acres were included in farms in 1910. While ten acres were classified as "improved land" in 1900 the amount had been increased to 8,339 acres.

The live stock interests in 1910 comprised 22,506 cattle and about 1,000 horses and mules. In 1920 there were 25,247 cattle and 1,250 horses and mules.

In 1909, 2,703 acres were planted in kaffir corn and milo maize, and 1,676 acres in corn. The assessed valuation of property in the county in 1913 was \$1,412,232, and in 1920, \$1,620,079.

YOUNG COUNTY

Young County may probably be considered the cornerstone in the history and development of Northwest Texas. For many years the Young Land District and the Young District Court comprised a jurisdiction greater than that of many states in the Union. Around the nucleus of a military post, settlement at Fort Belknap was begun during the '50s. The county was created by the Legislature in 1856 and a county government instituted, but as a result of the depredations of the savages, organization was abandoned in 1864. It was during the '70s and early '80s, before any railroads were built into Northwest Texas, that Young County exercised so extensive an official relation with the vast district to the north and west. In April, 1874, the county government was permanently organized, after a lapse of ten years.

Two years after the establishment of the military post at Fort Worth, owing to the continued advance of settlers, a new line of frontier had to be drawn, and in 1850 the government directed the establishment of two forts, one of which was Fort Belknap, on the Brazos River in what is Young County, and the other Fort Phantom Hill, on the Clear Fork of the Brazos in the southeastern part of what is now Jones County. The first company of soldiers reached Fort Belknap in November, 1850.

Besides its importance in protecting the line of frontier Belknap was a center of population during the '50s. In "Information About Texas," published about 1857, Fort Belknap and the surrounding country are thus described: "Young County is the extreme northwest

county of the state. It was formed by the Legislature of 1856-57 out of Cooke. Fort Belknap and Indian Reservation are within its limits. Following the beaten track from Fort Graham in Hill County to Fort Belknap, you will, after a tedious journey through the Cross Timbers, reach a range of rugged but open hills, with the Brazos meandering through the narrow valley. Fort Belknap may be seen in the distance. It is a situation of considerable importance, has a spacious magazine, comfortable quarters for the troops and buildings for the officers. Below the fort is a fine spring and a well of considerable depth, affording abundance of water.

"South of the fort half a mile is the county seat. Follow a trail from Fort Belknap about twelve miles in a southeast direction and you come to the villages of Wacos and Tonkawas upon the Indian Reservation. At the distance of a mile is the large trading house of Charles Barnard and the residence of the Indian Agent. Six miles further you come to the villages of the Delawares, Caddoes and Shawnees. The valley of the Clear Fork of the Brazos is already settled as far up as Camp Cooper. During the year 1856 about 2,500 acres of land were under cultivation in this county, and there are several thousand head of stock in the county. The market is good, but limited at present to Fort Belknap and Camp Cooper."

Soon after the establishment of Fort Belknap and Phantom Hill a grand enterprise was inaugurated by the State and Federal governments in conjunction. It was thought that the native tribes of Texas were entitled to a domicile in the state on some of its vast unoccupied domain in order to reclaim them from the savage conditions by instruction in the arts of civilization. The Legislature set apart about 55,000 acres of land to be reserved to the United States for this purpose. Two agencies were located, one the Brazos Agency on the main Brazos River close to Fort Belknap, and the other fifty miles southwest, on the Clear Fork in Shackelford County. The latter agency was called Camp Cooper. All the Caddo tribes, together with the Nomadic and Pacific Tonkawas, were placed upon the Brazos Agency. The southern Comanches, the dread scourge of the Texan frontier, were placed at Camp Cooper. This attempt at civilizing the Indian failed. Some reprobate Indians at the Reserve occasionally got away and indulged in a marauding expedition among the white settlements, and the crime, when traced to the agency, because of the difficulty of fixing it upon the responsible parties, was laid to the whole tribe. Then, too, the robberies and murders committed by the wild tribes outside the Reservation confines were often charged to the agency tribes. Further, the reserves on the Clear Fork and the Brazos were located in a region possessing unexcelled grazing facilities, and the Texas stock raisers, in constantly increasing numbers, braved the dangers of Indian attacks and brought their herds to fatten upon the rich pasturage. The Reserve Indians were accused of committing depredations as well as hostiles, and a conflict ensued in which a number were killed. The result was that the experiment of domiciling the Texas tribes within the state was abandoned, and in August, 1859, Major George H. Thomas of the United States army, transferred the

tribes to the Indian Territory. It was this removal which incensed the Texas Indians and became the signal for the series of depredations which devastated the Texas frontier for many years.

With the beginning of the Civil war, the western posts were abandoned, and that gave an opportunity for the Indians to press their attacks with greater vigor than ever. Under the Confederate government a regiment of troops was stationed on the frontier, but it was insufficient for adequate protection. Before the beginning of the war it was reported that the Indians had been scourging Young County, and during the persistent warfare that followed, the country was largely depopulated and the settlements receded so far that Belknap was almost isolated. In October, 1864, a large party of three or four hundred Indians raided the settlements adjacent to Fort Belknap and murdered several families and drove off a number of horses. That was probably the immediate cause for the abandonment of county organization.

Beside the military post at Fort Belknap the route of the Overland Southern Pacific Mail lay through Young County, and the line of stages went through Fort Belknap from 1858 until the opening of the war. Because of the military post and the location on this overland route, and notwithstanding that Young County was thirty or more miles west of Parker and Wise, it received a great influx of settlers throughout the '50s, so that for years afterwards it maintained its pre-eminence among the surrounding counties. A Belknap correspondent in 1859 says: "We have in town five dry goods stores, one hotel, several public buildings, two blacksmith shops, one wagon shop and 'nary' grocery."

The conditions following the war are described in the Texas Almanac: "Fort Belknap has long been a place of rendezvous for surveying, exploring and scouting parties. This county was included in the Peters colony or Texas Emigration & Land Company, and in it a great portion of its best lands were located. Young County was settled some five years in advance of the surrounding counties, but during the war became nearly depopulated." In the publication of election returns in 1871 Young was mentioned in a list of counties "once organized but now abandoned on account of Indian raids, and not voting."

The progress of the county is indicated in its population statistics. In 1860, 592 inhabitants were enumerated. By 1870 the population was only 135. During the succeeding ten years came the influx of permanent settlers, and by 1880 the population was 4,726; in 1890, 5,049; in 1900, 6,540; in 1910, after the first railroad had penetrated the county, 13,657; in 1920, 13,113.

The closing phases in the career of old Fort Belknap are suggested in a brief newspaper item published in the spring of 1878: "Belknap, which once had fifteen business houses and a military post, now has three mercantile firms. The shattered walls of the old military buildings are monuments of its former activities." In the meantime, another pioneer era had been inaugurated. Edwin S. Graham, a Kentuckian, came to Young County and in 1871 bought the old salt

works on Salt Creek, where the manufacture of salt had been conducted in a crude way for several years. Mr. Graham and his brother, G. A. Graham, installed improved machinery, brought the plant to a capacity of about 2,500 pounds of salt per day, and the product was marketed in sacks and hauled east and south by freighting trains. After the salt business proved unprofitable Mr. Graham invested heavily in Young County lands, and in 1872 laid out the town of Graham, about ten miles east of old Belknap. Due largely to the enterprise of its founder, the town grew, and when the county was re-organized it was selected as the county seat. A traveler through Graham in the spring of 1876 speaks of the pasture lands all along his route from Jacksboro as being dotted with cattle and here and there deer, antelope and turkeys, indicating how far the country was from being closely settled. In February, 1877, a writer says, the buildings in town number over 100, while a year before there were only seven, and the industries were represented by a sawmill, flouring mill, cotton gin, salt works, etc. Graham was more fortunate than most frontier towns in respect to communication with the outside world, for, though no railroads reached there for many years, the military telegraph gave the citizens daily reports of current events and was a convenience much appreciated by the townspeople. Scarcity of lumber interfered with building in Graham and all other West Texas towns. The first stage in the history of these towns might be referred to as the "Picket-house" stage. Rough shelters were built from upright pickets, plastered over with clay or mud, seldom boasting of anything better than a dirt floor. Then came brick and stone buildings, the abundance of stone making that material cheaper than lumber, which had to be transported from the Eastern Texas markets and which sold for almost fabulous prices. Thus the lumber for the school-houses in Graham was brought in by ox teams and wagons from Fort Worth.

Thirty years ago it was estimated that less than three per cent of the total area of the county was under cultivation. Young County was then and for a number of years afterwards one of the chief centers of the Texas cattle industry, and it was at Graham in February, 1877, that the Cattle Raisers' Association of Texas was organized. A report on the county in 1882 mentioned the towns as Belknap, Graham, Farmer and Eliasville.

In founding his town on Salt Creek in 1872 Mr. Graham was led by the hope that the Texas & Pacific would be built through Young County. That line eventually passed about forty miles to the south, and Young County remained without a railroad until 1902, when the Rock Island was extended west from Jacksboro to Graham. By 1907 the Wichita Falls & Southern was completed from Wichita Falls south as far as Olney, and has since been extended to a terminus at Newcastle, in this county. About three or four years ago, the Gulf, Texas & Western was built through the county from Seymour to Jacksboro.

As a result of the building of railroads, the economic activities of the county have been largely changed during the last decade. As already mentioned, population more than doubled, and most of the large ranches have

been broken up and farming is now an important industry. A considerable quantity of land along the many streams in the county is irrigated. The county also has mineral resources. Seventeen miles southwest of Graham on Fish Creek is found the thickest vein of coal in the entire state. The slate deposits about Graham are no longer worked. The county also has several gas wells.

The last census report furnishes some statistics on the general agricultural development and conditions in the county during the last decade. Of the total area of 560,000 acres, 458,754 acres were reported as in farms or ranches, and of this, about 132,000 acres were improved land. The amount of improved land in 1900 was 65,000 acres, about half the amount found ten years later. There were 1,796 farms enumerated in 1910, as compared with 899 in 1900. Live stock statistics: Cattle, 21,892; horses and mules, 7,877; hogs, 7,350. The crops in 1909 were: Cotton, 50,776 acres; corn, 17,493 acres; hay and forage crops, 6,426 acres; wheat, 4,082 acres; oats, 1,374 acres; kaffir corn and milo maize, 1,297 acres. About 39,000 orchard fruit trees were enumerated and about 9,000 pecan trees.

As a result of railroads, several new towns have sprung up. Graham, the old county seat, is still the metropolis, and its population in 1890 was 667; in 1900, 878; in 1910, 1,569; in 1920, 2,560. The second town is Olney, which was first the terminus of the Wichita Falls & Southern, now a part of the M. K. & T., and is now the junction point of that road and the Gulf, Texas & Western. Its population in 1910 was 1,095. Other towns are Orth, Jean, Loving, Newcastle and Dakin. In 1870 Young County's taxable values amounted to only \$42,251; in 1882, \$1,498,880; in 1903, \$2,989,605; in 1913, \$8,179,578; in 1920, \$8,791,370.

GRAHAM

The town of Graham was founded about 1874 by Mr. E. S. Graham, who was largely interested in the Peters colony, which did much for the advertisement of the section of country lying northwest of Fort Worth. It has a population of 2,560, according to the census, but has been granted a special charter as a city of 3,000, which is a result of the recent oil development in that city. Its assessed valuation for 1920 is \$2,364,649.

There are six churches, two national banks, one state bank, the total deposits of which are around \$1,500,000. It owns the water works and sanitary sewers, has electric lights and the usual business enterprises incident to a city of its size. The Graham Mill & Elevator Company is a model plant and one of the largest in the state. An adequate supply of natural gas has been discovered about ten miles from the city, and within the next few months will be piped to the city.

Construction of a railway from Newcastle through Graham to Breckenridge is in progress and will soon be open for business.

REMINISCENCES

This chapter may not be of much interest to the general reader. It may not be entitled to the dignity of history, and still it is history, because correct history is nothing but an authentic record of efforts and achievements of individuals and communities, whether these be serious or trivial.

If the general reader concludes that this chapter will be of no interest to him or her, it may be skipped. There are hundreds and thousands of people in Fort Worth, and in the territory adjacent to Fort Worth, who were once residents of the city to whom it will be of interest and who will peruse these pages with avidity and pleasure. It will serve to recall to the early settlers incidents which interested and entertained them at the time of their occurrence and which may have escaped their memories altogether. It is for these that this section of the work is intended. It is the earnest desire of the author to avoid anything that may wound the sensibilities of any who may be mentioned, or of any of their descendants. It is written without prejudice or malice.

TEXAS SPRING PALACE

This unique and attractive place of amusement came at a date within the memory of thousands now living, but it was such an unusual and beautiful edifice that a few lines in regard to it may not be inappropriate.

It was erected in the winter and spring of 1888-89, and was located on the Texas & Pacific reservation, north of and opposite the intersection of Railroad and Galveston Avenues.

At that time Toronto, Canada, and Saint Paul, Minnesota, were having Ice Palaces, and Sioux City, Iowa, its Corn Palace. Gen. R. A. Cameron, who was the Colonization and Immigration Agent of the Fort Worth & Denver, conceived the idea of having such an exhibition of the products of the field, forest, orchard and garden at Fort Worth and having it in the spring, when there were no other places of entertainment and amusement anywhere in the country.

A company was soon organized with a capital of \$50,000, of which \$38,000 was subscribed when the company commenced business. B. B. Paddock was made president, W. A. Huffman, treasurer, and Willis H. Post, secretary. W. F. Sommerville was made director general and General Cameron his assistant.

The contract for the building, which was in the shape of a Saint Andrew's cross and was 225x375 feet in dimensions, was let to Thos. J. Hurley and his associates, who were then in the business of constructing buildings. E. D. Allen, of Chicago, was employed to superintend the decorations. There was not an inch of timber in the structure, except the floors, but that was covered with some product of Texas, wrought in the most artistic manner into pictures. It was easily the most beautiful structure ever erected on earth. It was opened May 10, 1889, with impressive ceremonies, and everybody in town was present. Governor Thurston, of Nebraska, made the opening address, and the music was furnished by the band of the Elgin Watch Factory, of Elgin, Illinois. The National Band of Mexico and other bands from different sections of the country were in attendance during the season.

No expense or pains were spared in advertising the Palace in all parts of the country. Special committees, traveling in "special cars," were sent to Washington and to the City of Mexico to present invitations to Presidents Harrison and Diaz of the two Republics to attend the Spring Palace. These invitations were the limit of the engraver's art and were handsomely bound in silver. This is but a sample of the extravagant management that attended the work from start to finish. The result was that, notwithstanding the generous patronage of the home people and the public, when the gates were closed on the 10th day of June there was a deficit of over \$23,000. It took President Paddock and the directors about an hour to raise the money and pay off the bills of the company.

In January, 1900, the directors for the second year opened subscription lists for the money for the second year. It was soon subscribed and the work inaugurated for the second year. More economical plans were adopted and more system observed in the expenditure of funds. One hundred feet were added to the east and west wings of the building, and the decorations were as elaborate and beautiful as for the first year. One hundred of the patriotic women of the city were organized into groups of ten each, and they worked eight and ten hours a day for over 100 days in decorating the building. Such another example of patriotic purpose was never before seen in any community.

The building, when completed, was as beautiful and more elaborate than the first. Cities and counties from all over the state were assigned space in the building and prizes offered for the most attractive decoration. This enlisted the interest of many towns and counties, and the result was very gratifying.

The attendance for the second year exceeded that of the first, as the beauty and attractiveness as well as the utility of the exhibit had been heralded over the state and adjoining states. The season was most profitable and successful from every standpoint.

The last night but one was dedicated to a grand fancy dress ball, to be held on the ground floor of the building, which had a space for dancing of approximately 16,000 square feet. A most extensive ballroom. Special trains were run from nearby cities and towns, that from Dallas bringing over 1,000 people in their best "bib and tucker." But they were destined not to enjoy the occasion. Just as the floor had been cleared and the visitors were entering the gates, the cry of "Fire! Fire!! Fire!!!" rang through the building, carrying terror to every inmate of the vast structure. How the fire originated was never determined. It started on the north side, about the center of the main building, and in less time than it takes to write these lines, the entire structure was a mass of flames, inside and out. It was estimated that there were 7,000 people in the building, and why hundreds did not perish is a mystery. The officials of the company, who were present, directed the visitors to the various exits, of which there were sixteen, and no Sunday school in the country was ever dismissed with more decorum and good order. Every person accepted the direction of those in charge as if they were on dress parade on a military plaza. In four minutes the building was a mass of flame, inside and out, and in eleven minutes the building fell to the ground. So rapid was the spread of fire that the firemen, who were stationed in different parts of the building with

their hose connected to the fire hydrants, did not have time to turn on the water.

That the loss of life was not appalling is one of the wonders of the occasion. About thirty people were injured, more or less seriously, and many were burned. Low-necked and short-sleeved dresses of the ladies exposed them to the falling cinders and pieces from the decorations, which were of the lightest and most inflammable character.

One life only was sacrificed, that of Al Haynes, a civil engineer, who was one of the most active and efficient in directing the moving throngs to the various exits and rendering assistance to the people. He seemed to be as cool and collected as any person in the building. But he seemed to have lost self-control at the last minute and ran and jumped through a window to the ground below, a distance of seventeen feet. The fall broke both ankles and prevented him from getting away from the fire, which was raging over that part of the exterior. Some gallant men took the "fly" from a tent that stood in the garden, and, holding it before them, rushed up and threw it over Haynes and then dragged him away from the building. The most conspicuous man in this was a workman named Mahoney, who was badly burned. Haynes was removed to the hospital and received the best medical treatment that could be obtained, but he succumbed to the injuries received the following day.

The ladies of the city, under the leadership of Mrs. Drew Pruitt, now of Los Angeles, solicited the funds and erected the monument to his memory that now stands in the triangle at the foot of Main and Houston Streets.

The Spring Palace, which was a credit to the public spirit of the people of Fort Worth, went out in a blaze of glory.

A RAILWAY MAP

On July 26, 1873, the Fort Worth Democrat, of which the editor of these volumes was the proprietor, printed a map showing the future railroad situation at Fort Worth. At that time there was not a line of railroad headed toward Fort Worth within 100 miles. The map showed nine roads entering the city from every point of the compass and afforded eleven outlets.

The map was drawn by Mr. Zane Cetti, a member of the engineer corps making a survey of the transcontinental division of the Texas & Pacific from Texarkana through Paris and Sherman to Fort Worth, and when the survey was completed Mr. Cetti located at Fort Worth and is still a respected and honored resident of the city. This map elicited much comment and ridicule from the press of Texas and from the interests opposed to Fort Worth. It was utilized by the real estate firm of Lawrence Cetti & Brewer for advertising their business. A replica of the map, ten feet square, was erected in front of the court house at the head of Main Street, where it could be seen by every visitor to the city.

Captain Paddock assisted in securing the construction of each of the lines shown on the map, all of which had been constructed by the year 1885.

In November of that year, Captain Paddock's attention was called to the fact that one of the lines, which he had predicted, the one to the south-

west, now called the Fort Worth & Rio Grande, had not been constructed. He announced that he would build this road himself in order that his prediction might be fulfilled. He was then the paying teller of the First National Bank; he resigned his position and visited the financial centers of the country soliciting funds for the construction of this road. After about ten months of arduous labor, he secured a contract with a bank in New York and one in Philadelphia for the necessary funds. His contract was executed on October 11, 1886, and work of construction was commenced on November 23.

Four roads in addition to those shown on this map, to-wit: The Rock Island, the Frisco, the Cotton Belt and the International and Great Northern, have been built into the city.

After serving as president of the Fort Worth & Rio Grande, Captain Paddock resigned, thinking that his experience would be of value in additional work of the same character, and endeavored to promote a road to the northwest, through Springtown to Graham and beyond. A surveying corps was put in the field, the profiles and maps drawn and executed, and he again appealed to the large financiers in the East for funds. He spent many years and from \$50,000 to \$60,000 in a futile effort to construct this road. He enlisted the interest of capital at various times, he had inspections made by engineers, always receiving a favorable report, but never succeeded in getting the money.

His last effort in this direction was in 1913, when a coterie of gentlemen in Fort Worth, five in number, joined him in another attempt to secure this much-desired outlet for the business of the city. They were successful in securing a contract for large sums of money, and again surveying maps and profiles were made; but the advent of the world war put an end to their activities.

Captain Paddock insists that he will live long enough to see this road constructed, and if he dies before this consummation it will be over his protest.

CYNTHIA A. PARKER

In May, 1836, the Comanche and Caddo Indians made a raid into Limestone County and attacked Parker's Fort on the Navasota River. They captured thirty-five prisoners, among whom was a little girl named Cynthia Anne Parker, the daughter of the man after whom the fort was named. There is no record accessible as to what became of the other prisoners, but the little girl was adopted by the Indians, with whom she lived for many years.

In 1860, Capt. L. S. Ross, subsequently a brilliant brigadier general in the Confederate army and governor of Texas, in command of a company of Texas Rangers, in an engagement with the Indians in Parker County, captured, among other prisoners, Cynthia Anne Parker, then a grown woman. She was returned to her relatives in that county, and it is related that she was never satisfied with the customs and manners of civilized life and yearned to return to life among the Indians. She was the mother of three children, one of whom was Quanah Parker, for whom the town of Quanah, in Hardeman County, was named.

Quanah Parker was a consistent friend of the white man. He recognized that the wild and untrammelled life of the Indian was past and cheer-

fully submitted to the government of the whites. He, with his wives, of whom there were four, made frequent visits to Fort Worth and was always welcomed and entertained by the people. He became a protege of S. B. Burnett, who had large cattle interests on the Comanche reservation.

On one occasion, Quanah and Yellow Bear, the chief of the Comanches, visited Fort Worth and were the guests of the El Paso Hotel. Retiring at night, in their room, they blew out the gas and the next morning, when they failed to make their appearance, the room was entered and Yellow Bear was found dead and Quanah unconscious. By strenuous and heroic efforts, Quanah's life was saved.

In company with some of the citizens of Fort Worth who were familiar with the circumstances, Quanah took the remains of his dead chief back to the Reservation. He did this with much trepidation, not knowing how the Indians would receive the untimely death of their chief. However, no trouble was encountered and the story of Yellow Bear's death accepted.

Quanah Parker was elected as the successor to Yellow Bear as the chief of the Comanche Indians, which position he held until his death.

In the summer of 1878 there came to Fort Worth a burly, husky individual from East Tennessee, en route for Palo Pinto County, where he had relatives. Learning of his destination, some of the loafers around the El Paso Hotel remonstrated with him and insisted that it would be unsafe for him to go to Palo Pinto County. They asked him if he knew the dangers of the trip and whether or not he was armed for any circumstances which he might encounter. He protested that he was not and, acting upon the advice of his newly-made friends, he went to a hardware store and purchased a pair of six-shooters and a cartridge belt and buckled them around his waist. When he returned to the hotel he was asked if he thought his baggage was safe. His friends pointed to the transfer man and told him that they had seen that man carry more than 100 pieces of baggage out of the hotel when the owners were not looking. He proceeded to get his two grips and ensconced himself in a chair in the office with a grip on each side of him. Here he patiently awaited the arrival of the stage coach. Soon another friend approached him, saying: "Mister, you are carrying a pistol." "Indeed, I am," was his response, "two of them." He was informed that it was against the law to carry pistols in Texas and that he was under arrest. It was arranged with the hotel clerk that he should take the pistols as security and go on the stranger's bond, and he was allowed to depart. Before the stage left, another friend approached him and told him that the wolves were very bad along the route, and he was advised to get some assafoetida and put it in his clothes, as that would keep the wolves away. He went to a drug store and secured some of the drug and started on his way. He had gone but a short distance, when the other occupants of the coach became aware of the presence of the assafoetida and asked who the custodian was. When it was discovered that he was the possessor of the drug, he was made to get out and walk back to town. When he found that he was being made game of he was about as highly incensed an individual as one could imagine, but had prudence and sense enough to accept the situation good-naturedly. His pistols were returned to him and he took the stage the next day to Palo

Pinto County, where it is presumed he arrived in safety and lived happily ever after.

During what was known as the wild and woolly days of Fort Worth, when gambling houses were operated with wide open doors on the first floor of business houses, Fort Worth was the abiding place of several of the most noted desperadoes of the Southwest. Among these were Luke Short, who came from Dodge City, Kansas, with a record for being handy with his gun, Jim Courtright, a product of Colorado, and Ben Thompson, who made his home between San Antonio and Austin but made frequent visits to Fort Worth, where he often indulged in his favorite pastime of "shooting up the town." Ben was "as mild mannered a man as ever cut a throat or scuttled a ship," when not engaged in a fracas he was as quiet and debonair an individual as one would care to meet. He finally met his fate in a variety theater in San Antonio, where he was killed by a man by the name of Fisher. Many people drew an easy breath when they read of Ben Thompson's demise.

Luke Short was a man of small stature, pleasing address and always wore a captivating smile. He was handy with his gun and ill fared the man who aroused his ire.

Jim Courtright was a rough ashler, fearless and courageous. He was at one time city marshal of Fort Worth and, while indulging in many lawless escapades of his own, he was vigilant and untiring in his efforts to preserve the peace and arrest the law-breaker. He finally met his death at the hands of Luke Short in a gambling house known as the White Elephant. At one time Courtright went to New Mexico on a mission of some kind and while there a robbery and murder was committed in which it was thought Courtright was involved. He managed to elude officials and returned to Texas.

Shortly thereafter two United States marshals came to Fort Worth and sent for Courtright, asking him to meet them at the Windsor Hotel to look over the photographs of some noted criminals, to see if he knew any of them and could be of assistance in effecting their arrest. Not suspecting anything, Courtright went to the hotel and to the room of the deputy marshals and, while he was looking over the photographs, they covered him with their guns, disarmed and arrested him.

He was taken to the county jail for safe-keeping, until the evening train should take them away. Some of Courtright's friends prevailed upon the marshals to allow them to give him a farewell dinner before leaving the city, and they repaired to a restaurant on Main Street on the corner of First, and the three occupied a table, sitting against the wall, one on each side of Courtright. Two six-shooters had been hung to hooks under the table and, while the dinner was in progress, Courtright took one of these in each hand and, rising from his chair, pointed the pistols at the deputy marshals admonishing them to keep their seats, but he was going. Keeping them covered with the guns he backed out of the door, mounted a horse which stood in readiness nearby and made his escape.

It was learned shortly that Courtright had no connection with the killing and robbery in New Mexico and the indictments against him were dismissed. He was in some manner advised of this and returned to Fort Worth to meet his death shortly after at the hands of Luke Short.

Short died a natural death in a Fort Worth hospital.

OUTLAWRY

For ten years following the Civil war Texas was the Mecca of the lawless element of the entire country.

When a man was accused of any major crime, where the proof was positive, his attorneys would advise him to go to Texas, where he would probably escape punishment for his misdeeds.

The country between the Brazos and Rio Grande was so thinly populated that he would be almost, if not quite, immune from detection and arrest. As a usual thing these men were not petty thieves and preferred to engage in some enterprise where the risk was greater than that of ordinary theft or burglary.

The stage lines offered an unusual and attractive field for their operations, and the holding up of the mail coaches was of very frequent occurrence. Mountain Creek in Dallas County and Mary's Creek in Tarrant County afforded splendid opportunities for the activities of these "Knights of the Road." These streams, being heavily timbered, enabled them to approach the coaches without observation, and afforded an easy means of seclusion and escape. Very often a single bandit would stop a coach, cause the occupants to get out and hold up their hands, while he relieved them of their watches, jewelry and purses. Having a high regard for the activities of the United States marshals they never disturbed the mail pouches but satisfied themselves with depriving the passengers of their valuables. These depredations continued for a long time and coaches were robbed within a mile of the Fort Worth postoffice on Clear Fork of the Trinity and at other points along the line, with impunity. The authorities finally perfected an organization and utilized the numerous freight wagons going west with lumber and merchandise as a means of getting in contact with these robbers without observation. Employing several freight wagons on each of which would be an officer heavily armed, they would camp on points frequented by the bandits and when a stage coach was halted they would open fire on the robbers with long range guns and charging upon them would effect their arrest. In a short while the gang, which infested this immediate section, was entirely broken up, and some of its members found to be residents of the city and adjacent territory. Several of them were convicted and sent to the penitentiary and this industry eliminated. One of the veteran stage drivers, Joe Hunter, by name, who had driven mail coaches over the entire West, declared that his vocation was getting to be monotonous and uninteresting when these depredations were broken up.

During this period, as already stated, petty thievery was practically unknown. As an illustration of this the tax gatherer, for Tar-

rant County, was accustomed to go out over the county instead of having the tax-payer come to the county seat. At that time paper money was scarcely known, gold and silver being the exclusive medium of exchange, and he would put the money obtained in his saddle bags. Staying over night at a country house, he would set his bag behind the door and would find it there the next morning undisturbed. Horse stealing was the one crime from which there was no escape. The accused was given a speedy trial and, if found guilty, was sent "over the road" without delay. Burglary was unknown. People would leave their houses for a day or a week without turning a key, and almost all of them were without locks, and upon their return would find them undisturbed.

The influx of new population, coming from the cities throughout the country, brought in its train the burglar and petty thief, which now inflict every community throughout this section.

PRACTICAL JOKES

The practical joker had plenty of time in which to indulge in his fun. One of the best of these was on General Peers, who kept the Commercial Hotel, at the corner of Fifth and Commerce streets. As usual, every one was on the *qui vive* for railroad news. One day John S. Hirshfield had a spurious telegram delivered to the General, purporting to be from the private secretary of Jay Gould, the then president of the Texas & Pacific, announcing that Mr. Gould and a party of capitalists would arrive on the stage that afternoon and asking that provisions be made for their entertainment. It was signed by "Tom Collins," at that time the cognomen for all imaginary and fictitious persons. But the General did not know this and proceeded to buy up all the turkeys in the market and all the other delicacies to be had. He was instigated to invite about fifty of the more prominent citizens to dine with Mr. Gould. The plan was for each of the invited guests to pay for his dinner so that the hotel would suffer no loss. Along in the afternoon, Charles Fallbush, who traveled for the wholesale liquor house of Day & Co., came in from a western trip, dusty and travel stained, and was introduced to General Peers as Tom Collins, the secretary of Mr. Gould. Fallbush explained that he had driven over from Dallas ahead of the party to see that all the arrangements were made for the entertainment of his chief. The scheme was working beautifully until "Tuck" Boaz, not being advised that the invited guests were to pay for the dinner and not wishing the General to suffer such a loss, gave the game away.

The "tender-foot" was an easy mark for the practical joker and many of the "tales that were told" about the conditions of affairs in Texas were the result of the jests played on men unused to the customs of Texas. On one occasion a man by the name of Robinson, who traveled for the Hall Safe & Lock Co., badgered his friends about being afraid of Indians. At that time there was not an Indian in Texas, but, of course, he did not know that. He was persuaded by some of the traveling men, who then made the western territory, to accompany him on a trip out West. The man consented and went as

far as Comanche. They laid over there on Sunday and the stranger being regaled all day with stories of the hair-breadth escapes that members of the party at the hotel had made in the recent past. The "tender-foot" was not afraid of Indians. About the middle of the afternoon the party dissolved, one at a time, until the stranger and the drummer he was with were left in the hotel. Then a suggestion was made that the two take a walk up the banks of Indian Creek, which runs by the town. He was glad to go. Was not afraid of Indians. Oh, no. About half a mile from town those who had gone ahead suddenly rushed out of the mesquite firing their pistols and yelling like mad. The stranger was told to run for his life—and he did. His companion soon fell to the ground calling on him to run. He ran into town and under the hotel. The Democrat published a column or two about the event and sold Robinson 150 copies at ten cents per. He mailed them to every one of his acquaintances east of the Mississippi and was a hero, until the next issue told the truth about the event. He did not order any extra copies of that issue.

These are sample tricks of what was going on most of the time, and will suffice to indicate that life was not a burden to those who were waiting for something to turn up, and who knew how to enjoy their enforced idleness.

Following the panic of 1873 and up to the advent of the railway, in 1876, a period of nearly three years, when business was practically at a standstill, and the citizens had but little to do except to enjoy themselves and contribute to the pleasure of their fellows, the Democrat perpetrated an April fool joke for three successive years. The first was an account coming from Brownwood in substance that the party sinking a deep well had encountered a vein of silver ore which assayed 2,300 pounds of pure silver to the ton. The casual reader did not stop to reflect that there could hardly be 2,300 pounds of silver to 2,000 pounds of ore; and many, seeing visions of fabulous fortunes awaiting them, started at once for Brownwood. There were no telegraph or telephone lines between this city and Brownwood at the time, and it was impossible to get word to them until they had proceeded some distance on the journey. Naturally, some of them were very angry but a little reflection convinced them that they had only themselves to blame for the trouble and expense to which they had gone.

The following year the paper announced the arrival in Fort Worth of Prof. U. R. Sold, who had come from Washington with a supply of dynamite, the explosive qualities of which had just been discovered. It was announced that he would give an exhibition at the confluence of the Clear Fork and the West Fork of the Trinity, and if anyone wanted fresh fish it was a good opportunity to secure them, as the force of the dynamite would probably kill large numbers. Scores of people were at the stream at the appointed hour with baskets and buckets, and waited patiently for the professor until someone made the announcement that it was April first, and they returned to town madder but wiser men and women.

When the stage robberies were most frequent and were attracting universal and widespread attention the Democrat announced, one morning, that one of its reporters had discovered an excavation in the side of the hill, about where the Texas & Pacific now crosses the western limits of the city, in which were found many articles that had been taken from passengers on the robbed mail coaches and complete culinary outfit and provisions which clearly indicated that it was the resort of the bandits, who were robbing the mail coaches.

As soon as the paper was distributed and read by the people, large numbers of them proceeded at once to that locality to see the cave. When they got to the designated spot, they saw a crude sign on the tree lettered April first. Each of the fooled proceeded to swear his neighbor to secrecy and came back to town with vivid descriptions of the cave and its contents, thereby inducing still others to visit the place. Hundreds of people went on horseback and by foot and were rewarded only by reading the crude sign on the elm tree.

Dr. W. P. Burts, who was the first mayor of Fort Worth, was himself a great practical joker. One night he was sent for in great haste and told that W. H. Nanny, who was acting city secretary doing what little work there was in the office for John F. Swayne, who had an office at the corner of Main and Second streets, had broken a leg, and the doctor was wanted at once. He proceeded in all haste to the designated place and found that Nanny in leaning back against the side of his office had broken one of the legs of his chair. The doctor, unlike many practical jokers, took his medicine gracefully, but threatened vengeance on the perpetrators of the joke, if he should ever discover their identity.

One of the most prominent citizens of the town at that time made an extravagant use of the personal pronoun. He seemed never to weary of telling of his own experiences and exploits during the Mexican war, fighting Indians and other activities of a like nature.

One day a message reached him telling him that there was an important letter for him at the postoffice. He went there with due haste and, looking in his box, found a crude letter "I" awaiting him. He was very angry for a time but finally he saw the point and pretended to enjoy the joke as well as those who had perpetrated it.

On one April first a lady conceived the idea of treating her friends from the northern states to a confection. She proceeded to make a large number of pies using cotton seed. The pastry was delicious, as she was a fine cook, but when the pies were cut and the guests tried to masticate them, they experienced some difficulty and were curious to know what kind of berries they were made of. The joke created a good deal of amusement, but one or two of the guests, who were supersensitive, never forgave the poor woman.

EFFORTS AT UPLIFT

The reformer was here then as now and tried to reform every one else but himself, just as they do now and with about the same success. The town was "wide open" to the horror of some and an effort was made at intervals to put a stop to the open gambling house.

One Grand Jury falling under the influence of the "up-lifters" brought out indictments against about thirty members of a whist club that played whist in the rear of a saloon owned and managed by Henry Byrne. (His widow, Maggie, lives here still.) The club was composed of the business men of the city; not one of whom ever entered the wide open gambling houses. Having no business, they played whist. The stakes were a bottle of beer—if any one wanted beer. A dozen or more indictments were found against each member. The District Attorney was a Dallas lawyer. The fee in each case was ten dollars. A pretty good sum for one term of court. The juries were compelled to find verdicts of guilty and assessed the fine at from 1/37 of a cent up to one cent. But it carried the costs. The county paid many hundreds of dollars for the fun and the district attorney gathered many thousands. He was not a candidate for re-election.

STEALING AN EXCURSION

One of the most amusing incidents of the time occurred in the Spring of 1875. A man by the name of George W. Cole from somewhere up in Pennsylvania had plotted a townsite out in Palo Pinto County which he called Lamar. He alleged in his advertisements that it would be a division point on the Texas & Pacific. He sold a good many lots to the "sucker" element that is always ready to grab at anything that sounds cheap. He went over to Tennessee and worked up an excursion to come and see Texas. It was farthest from his thought to show them Lamar. He only intended to let them see what a good country Texas was. Hearing about the excursion, the Democrat got out an extra edition, telling about Tarrant County in general and Fort Worth in particular. The editor took a bundle of the papers and went to Texarkana to meet the excursion train. It took breakfast at that place and while the excursionists were enjoying their matutinal meal, the papers were distributed in every seat in the train. After they had time to look the paper over, the editor went through the train and made their acquaintance. He so ingratiated himself with them that by the time the train reached Dallas, they were nearly all ready to come to Fort Worth, to which place he promised them free transportation. That night he preempted every seat in the stage coaches and engaged hacks for the rest of the party. They spent the night at the Crutchfield Hotel and in the morning were to have had a reception by the business men. General W. L. Cabell was the mayor of the town. When the hour for the reception arrived there was no one to receive. They had gone to Fort Worth, where they had a royal good time.

Later some of them settled in Tarrant County. Mayor Cabell said he had heard of thefts of every kind but that it was the first time he ever heard of any one stealing an excursion.

The era of greenbacks and free silver brought to the fore many persons who imagined that they could solve the financial questions of the country. Among these was an apostle of greenbackism, by the name of Payne, who hailed from Dallas. He announced as a candidate for congress and proceeded to stump the district advocating his

election and promising speedy relief from all the financial ills that afflicted the body politic. His denunciation of coupon bonds was vehement and vitriolic; he portrayed in glowing terms the evils which followed the issuance of "pecan bonds." He was evidently ignorant of what was meant by the coupon bonds. It is needless to say that he was not elected.

During the free silver craze, which swept over the country, an editor of a daily paper in Fort Worth was an ardent advocate of free silver at the ratio of sixteen to one regardless of any other nation on earth. One of his readers, desiring to be enlightened on the subject, asked him what was meant by "sixteen to one." The editor's reply was that the government should be forced to coin \$16 in silver to every one in gold, which was eminently satisfactory to a large number of the adherents to the doctrine of free silver.

During the greenback craze a man announced as a candidate for the Legislature from Tarrant County. As an evidence of his fitness for the position he promised many reforms in the national government not only in matters of finance but also in other governmental questions. It was his custom, when he had an appointment to speak in a particular neighborhood, to make inquiries among the people as to what interested them most. When he spoke at Miranda, which was near the present town of Benbrook, he was told that the question, that agitated and interested the people of that precinct more than any other, was an amendment to the law relative to the appointment of postmasters. He was informed that the people resented the idea that the postmaster at Fort Worth should be authorized to appoint postmasters throughout the country. He promised them that, if elected, the first bill, he would introduce in the Legislature, would be one to authorize the people of any community to elect their own postmaster. The frequent exposition of his ignorance did not deter him from the continuance of the system, which he had originated, to please the people.

These incidents are not given as an illustration of the ignorance of the people but of the lack of information on the part of men who sought to mould public opinion on these abstruse questions of finance and government.

For many years after the influx of population from the older states became numerous some of the older citizens, few in number but positive and explicit in the expression of opinion, resented the activities of what they pleased to term the "new comer." One of the most active of these was one of the very best citizens of the early days Mr. Isaac Duke Parker, a sturdy, independent, rugged old farmer living a mile or two east of Birdsville. He was the most pronounced in his opposition to the new element, who assayed to take an active part in public matters. To illustrate his position: when the publisher of the Fort Worth Democrat, then the only paper in the county, approached him for a subscription he gave as a reason for his refusal to subscribe "you stole our court house and I do not want to have anything to do with you or your paper." The publisher was ignorant of the circumstances connected with the county seat war and dis-

claimed having stolen any court house or having any court house in his possession, he was then and there enlightened upon the facts connected with the location of the county seat, which was very interesting and instructive to the publisher, who, thanking Isaac Duke for the information, commended him for his loyalty to his convictions made of him a fast friend, which endured during Mr. Parker's life time. Another illustration of Isaac Duke's peculiarities arose when the Democrat advised the laying out of public roads in a straight line from the county seat to the principal towns in the adjoining counties, arguing that this was a particularly good time for this project while the land was cheap, even if these roads were not improved. Isaac Duke's retort was "before you came to Texas, when I wanted to go anywhere, I got on my horse and rode straight across the prairies to my destination, it was good enough for me then, and it is good enough for you now, if you don't like it, what did you come here for, we never sent for you." It is a pleasure to state that this sentiment was indulged in by very few of the early settlers of the county. Most of them welcomed the "new comer" and co-operated with him in his efforts to improve conditions.

One of the early settlers called the attention of the editor of these volumes to an incident which was quite common in some parts of the South prior to the Civil War. The case in point relates to a man by the name of Crawford, who came south in 1860, from Ohio, commissioned, as he thought, to assist in the abolition of slavery. He obtained employment wherever he could doing work by the day, and when night came, would meet the negroes in some out of the way place and induce them to run away and become free men. A negro, who was loyal to his owner, told of his activities; and one day three men drove up in a wagon to where he was shoveling sand threw him into the wagon and drove off at break-neck speed to the Clear Fork of the Trinity and hung him on an elm tree, the limbs of which extended out over the road.

This was the only instance of this nature, which has come to the notice of the writer, and it is thought it had a salutary effect upon those who attempted to overturn established conditions.

When the editor of these volumes was mayor of Fort Worth, in the early '90s, he went to Waco to a meeting of the Travelers' Protective Association, for the purpose of inviting it to hold its succeeding annual convention in Fort Worth.

He was confronted by a large and strong committee, from Dallas, which was there for the purpose of inviting it to hold its next meeting in Dallas. The mayor succeeded in arranging with the president of the convention to permit him to make the first address. He depicted in glowing terms the advantages to accrue to the convention by holding the meeting in Fort Worth, the hospitality of the people, the many things which it would enjoy and the usual stereotyped message on an occasion of this kind. When he had concluded his peroration, he reached over and picked up the president's gavel and put the motion: "As many of you, who favor meeting in Fort Worth next year, will say 'I.'" The entire assemblage including the

reporters, visitors, men and women vociferously responded, "I." He pretended to put the negative, but before anyone, who desired to do so, could vote no, he declared the motion carried. With mock gravity he returned the gavel to the president thanking him for being permitted to preside over the convention for so brief a time and retired from the platform.

Rising from his seat the president said: "Well, boys, what are you going to do about it?" One of the delegates responded, I move that the action had, by the committee of the whole house, be confirmed and approved. The motion was heartily seconded; the president put the question, and it was unanimously carried.

The committee from Dallas did not have an opportunity to present its invitation and was very much chagrined and disgruntled.

AN EXCITING ELECTION

The first election held in Tarrant County, after the adoption of the present constitution, was the most interesting and exciting one ever held in the county. The new organic law created quite a number of new offices, for which there were many aspirants.

At this election Mr. C. C. Cummings, a young lawyer from Mississippi, was a candidate for the county judge. There was a good deal of feeling about what was styled the "new comer" aspiring to official position. Mr. Cummings adopted a very drastic and positive method of campaign. He proceeded to array in opposition every candidate, for all of the offices, by accusing them of forming, what he called, the court house ring. He asserted in positive fashion that a combination had been formed by which all the candidates for the several offices had entered into an agreement to assist each other in the election. He arraigned these men, mentioning their names, at each gathering which he addressed.

He was successful in his campaign and was elected county judge by a handsome majority, but every other member of "the ring" was elected. He held the office for two terms giving more than the usual satisfaction in the discharge of the many duties devolved upon him.

MARRIAGE UNDER DIFFICULTIES

It is a trite saying that love laughs at Locksmiths. Its risibilities are also excited by other obstacles. It was related that when the Rev. W. H. Rowland, one of the pioneer settlers in the northwestern part of the county, was to be married, he encountered a difficulty of an original and unique character. When the date of the nuptials arrived a torrential storm visited that section of the country, and Ash Creek, on the banks which he lived, became a raging stream. A minister, engaged to perform the ceremony, lived on the west bank of the stream, and Rowland and his affianced on the east bank. There were no bridges over the stream at any point or any boat to be had. The wedding party assembled at the appointed hour on the east bank of the creek, and the minister stood on the west bank, and across the raging stream the ceremony was performed. This was not only

effectual, but, as every one knew the high contracting parties were convinced, proved to be a matrimonial success. A long, happy and prosperous life followed this unique wedding and their descendants are still among the honored citizens of the county.

"LAW AND LAGER WEST OF THE BRAZOS"

In the early '70s, and before the settlements had penetrated the western border of Texas, one Roy Bean was made justice of the peace at Marfa, in Presidio County. He did not know, or if he knew, he did not care that the tenure of office was limited, and he continued to exercise the functions of the position indefinitely. His principal business was a saloon, and the sign over the building read "Law and Lager west of the Brazos." It was never definitely determined whether he held court in the saloon or had a saloon in the courtroom.

As an indication of his method of distributing justice one or two instances will illustrate.

On one occasion a man was hailed before him charged with having killed a Chinaman. The evidence was conclusive as to his guilt, but after searching the statutes diligently Bean announced that he could find no law in the book against killing a Chinaman and discharged the defendant.

One morning a man was found dead in the stream, which ran by his place, and Bean was summoned to hold an inquest. There was found on the body a six-shooter and \$50 in gold coin in his pockets. The law was positive against carrying six-shooters and provided as a part of the penalty that the weapon should be forfeited to the state, and the defendant might be fined in any sum not less than \$10 nor more than \$100. Roy proceeded to fine the man \$50 for carrying a six-shooter and confiscated the weapon.

After the advent of the railroad the train stopped one morning at the water tank near Bean's place of business, and one of the passengers seeing the sign disembarked and proceeded to order a glass of lager. After quenching his thirst he handed Bean a \$20 gold piece, which Bean was unable to change, he retained the coin in his hand and berated his customer, who, becoming exasperated, proceeded to tell Bean what he thought of him. Bean took off his apron and sat down behind the table, where he held court, and arraigned the customer for disorderly conduct and the use of profane language in a public place and fined him \$19.75. As the train was ready to start the man had no redress and hastily boarding the car took his leave.

On one occasion he found a man guilty of some offense punishable by imprisonment in the penitentiary. Bean sentenced him to five years in the penitentiary, giving him a letter to the superintendent of the penitentiary and telling the prisoner to report at Huntsville for incarceration. The record does not show whether or not the man ever reported to serve his time.

Bean, as related above, continued to hold the office indefinitely and until the country settled up to some extent, when he was supplanted by a man more versed in the law.

James H. Grimsley, a worthy farmer living near Mansfield, was elected justice of the peace at Precinct No. 8, in 1869, which office he continued to hold from term to term until his death. He was a sturdy man of the highest integrity, but without education or knowledge of the law. He realized the fact that his court was a "court of justice" and not a court of law and his decisions were based on this conclusion.

On one occasion a man was arraigned before him for stealing some cattle. The state was ably represented by the prosecuting attorney of Tarrant County and the defendant by Capt. J. C. Terrell, one of the pioneers of Fort Worth. The prosecution succeeded in establishing that only one of the steers could be held as being stolen. The justice found him guilty of having this steer in his possession without a bill of sale, but was undetermined as to what punishment should be inflicted. Capt. Terrell succeeded in convincing him that he could not pass judgment on the defendant but could only hold him under bond to the higher courts. The justice conceded this point, and the question arose as to the amount of the bond. Capt. Terrell proceeded to read him the statutes, which provided that in cases of attachment, sequestration and replevin, the bond should be double the amount of the property involved and argued that the same rule would apply in this case. The justice was convinced that the logic of the defendant's attorney was good and fixed the bond at \$20, the steer having been valued at \$10. The defendant put up a \$20 gold piece for security and gave Terrell some logs with which to build a smokehouse, for his fee.

One of the most amusing incidents showing the cupidity and gullibility of the average individual occurred in Eastland County about thirty-five years ago.

A Texas & Pacific eastbound train had a carload of copper ore from some point in California, destined for a refinery or smelter in the East. The car was derailed on an embankment and some of the ore was spilled on the bank near where a farmer was digging a well in close proximity to the right of way, some of the lumps of ore being thrown on the dirt from the well.

A rain which fell soon thereafter discolored the earth from the well, bringing out a vivid green. The farmer, like Bret Harte's Heathen Chinee, had "ways that were dark and tricks that were vain." He gathered some of the lumps of ore and took them to the town of Eastland and exhibited them, in a confidential way, to some of his acquaintances, pledging them to secrecy as to where they originated. He was very careful not to say they came out of his well or to make any statement that would incriminate him.

Among those to whom they were shown was a man who had held high political position. He organized a small syndicate and proceeded to investigate. It was not a difficult matter to locate the place on the farmer's land and negotiations were opened for the purchase of the farm. No mention was made by either party of the copper. Of course, the farmer did not want to sell. He was too wily for that, but he was finally persuaded to part with his farm for a price far in excess of its value.

When the transaction was completed the farmer left for distant parts and the syndicate proceeded to complete the well. They did so to their complete satisfaction and obtained an abundant supply of water.

An incident which occurred at the State Democratic Convention in 1894 was largely instrumental in engrafting the Primary Election Law upon the state of Texas.

Two prominent and popular citizens were candidates for a state office. They were so evenly matched that predictions of which would pass under the wire first were not hazarded by the most astute politicians. As they are still living, their names will not be mentioned, but resort will be had to the legal fictions of John Doe and Richard Roe.

When the balloting was in progress, the friends of Roe kept tab on the votes as they were announced, and when the roll call was finished they knew the result before the tellers and secretaries had footed up the totals. It was discovered that Doe was the winner by twenty-two votes. Then was sprung the most astute of convention trickery. One of Roe's friends addressed the chair and announced that Blank County, which had already voted for Doe, changed its vote for Roe. Another county in the secret followed the example of Blank County and then another and another. Delegates who wanted to be on the winning side soon caught the contagion and commenced changing their votes, and enough changes were made to give the nomination to Roe instead of Doe, who had been honestly nominated. The result was announced and the nomination of Roe proclaimed before the friends of Doe discovered the trick that had been played on them. The most intense indignation was expressed, but it was of no use. Roe was declared the nominee and was elected, but it sealed his doom and put an end to his political aspirations. The Primary Election Law was passed by the next Legislature. This is treated under the caption of "Men and Measures."



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